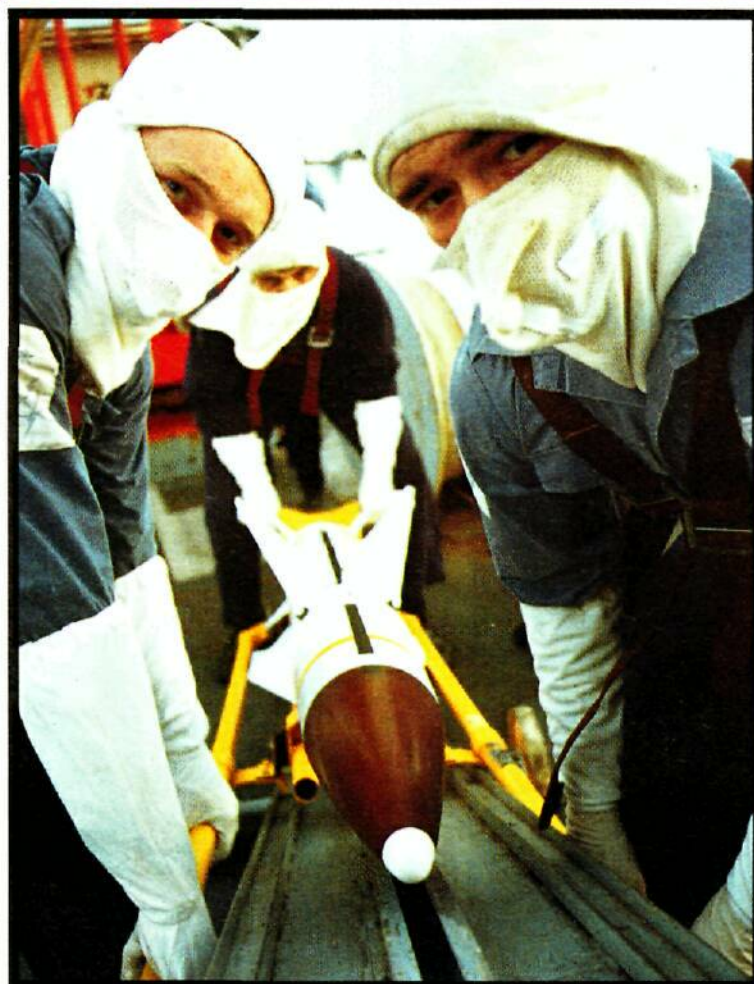




Close shave for a close fit



SHAVE Off with a smile: Removal of full sets to ensure a close fit for anti-gas respirators has become a familiar sight in the Gulf. On board HMS York (above) PO-MEA Stephen Brown wields the razor, while shipmates behind the masks for the photograph are MEM Chris Shaw and WEM Dave Sutherland.

Meanwhile the forward ready loading crew (above right) go through the routine of preparing the Seawolf missile system for action on board HMS Battleaxe.

More Gulf pictures by PO(Phot) Stuart Antrobus in centre pages.

FLEXIBLE FRIENDS

STRENGTH of the Royal Navy's contribution to the multinational naval force in the Gulf continued to grow as warships and support vessels headed for the area.

An extra destroyer was allocated to Armilla patrol to provide, in the words of Defence Secretary Mr. Tom King "the flexibility to enable us to maintain our contribution over the longer haul if necessary." HMS Gloucester, withdrawn from Portsmouth Navy Days, sailed from Portsmouth for Portland work-up before heading East.

Later two other ships of the next Armilla group, HM ships Brazen and London left Devonport, also for spells at Portland before sailing for Gulf duty.

Hundreds of families and friends were at both Portsmouth and Plymouth to wave emotional goodbyes to

the departing ships and wish them well.

To maintain the strength of the patrol HMS Cardiff was also due to sail for the Gulf early this month — a particularly swift return as the Type 42 spent the first part of the year as an Armilla ship.

● Turn to back page

Early leg-up for SDs

SPECIAL Duties Lieutenants are to have earlier chance of promotion, as the zone is now to run from 5-11 years' seniority as a Lieutenant, instead of 7-11.

The move takes note of the feelings of many SD officers — particularly Lieutenants who have not yet reached the zone at seven years and have applied to leave early — that 10 years as an officer is a long wait before the chance of promotion to Lieutenant-Commander.

The move, which it is believed will be an incentive to retention, will not affect the promotion chances and career prospects of those already in the zone.

Under the new system, selections will be made in February 1991 for announcement at the end of March.

As previously reported, General List Lieutenants may now be recommended for early promotion if considered suitable.

Girls with a Brilliant future!

THE Wrens-at-sea programme takes a major step forward this month when HMS Brilliant, the first Royal Navy frigate to have a female group as ship's company members, is joined by 16 WRNS junior ratings.

Already two WRNS officers are serving in the Devonport-based Type 22 frigate, and a third is joining. The ratings involved are volunteers from the Communicator, Radar and Supply and Secretariat specialisations, who have taken a variety of additional courses to prepare them for sea.

Next ship to convert to mixed manning will be the carrier HMS Invincible (late November), to be followed by the frigate HMS Juno (mid-December), and RFA Argus and the frigate Battleaxe early in the New Year.

Work has been under way in the ships involved to allow privacy of accommodation for male and female personnel.

All women joining the WRNS are now liable for sea service, and some RN sub-specialisations previously not open to WRNS personnel will now be available to them.

FLYING TRIBUTE TO TARANTO

THE 50th Anniversary of the Battle of Taranto will be celebrated at HMS Osprey on Wednesday Nov 7 when about 80 aircraft have been invited to take part in a flypast and display sequence. Celebrations which will include fireworks in the harbour, ceremonial Beat Retreat and a Mess dinner.

Guest of honour will be Admiral Sir Julian Oswald, First Sea Lord, who will be joined by some of the men of the Taranto task force which launched the British attack on Nov 11 1940.

This strike by 20 Swordfish aircraft on an enemy fleet in its home port involved a daring two-wave, night torpedo attack which was pressed home with determination against a heavily defended target 170 miles away. Later photo-reconnaissance showed that the aircraft had put half the Italian ships out of action.

At HMS Osprey next month members of 815 (Portland) and 819 (Prestwick) Squadrons, two of the units involved in the raid, will join other aviators from the Fleet and air stations to pay tribute to the historic feat.

WRENS RALEIGH AROUND

AFTER some intense training from the staff at Jupiter Point, HMS Raleigh Wrens from the Second Submarine Squadron, based at Plymouth, have taken part in a sponsored row from Mount Wise Pier to Cargreen.

The event follows the tradition of previous years when SM2 Wrens have raised funds from a sponsored parachute jump, by competing in the West Country Wrens sponsored assault course challenge and by many individual efforts.

This year's charities to benefit from the sponsored row are the local Motor Neurone Disease support group and the Multiple Sclerosis Society.



Marathon effort by Glasgow

FIFTEEN members of HMS Glasgow's ship's company were cheered by the children and staff of the Royal Hospital for Sick Children at Yorkhill, Glasgow, as they crossed the finishing line after completing a sponsored run from Portland in aid of their adopted ward, Ward 7a.

The team from the Type 42 destroyer ran the 486 miles in relays, starting at HMS Osprey, with overnight stops at Stroud, Newcastle-under-Lyme, Manchester, Kendal and Dumfries.

They more than doubled their expected target and the final sum presented to the children's ward was £2,500.

Pictured presenting the cheque to Continuing Care Nurse Marianne Paisley and one of her young patients are, from left, LSA Ray Jeffries, LSA Gilly Gilmarin, Sub-Lieut. Steve Mildenhall, AB(R) Bert Dunlop, LSA Malcolm Smith, LSA John Newman, AB Jim Diamond?, LSA Steve Cadman and LSA Glen Young.

Picture: Glasgow Herald/Evening Times.

Osprey cleans up

THE Flight Deck Training Unit of HMS Osprey raised money for the Save the Children Fund during their annual odd-job week in Guernsey.

Organised by PO Martin Johnson this was the sixth year that the unit have been to the island for their fund-raising efforts.

The main event this year was a charity car wash at Besants Superstore car park.

A fund-raising barbecue and sports day were also held and the total amount raised for the Save the Children Fund was £2,183.

While on the island the 19-strong team from the FDTU also took part in other community projects helping elderly people and children with disabilities.

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A sponsored walk from Belstone to Ivybridge by 12 members of the Royal Naval

Engineering College, Manadon, raised £1,200 to help send 30 members of Plymouth Fellowship Club for the elderly disabled and a visual handicapped club on a holiday to Butlins, at Minehead.

On completion of the 32-mile walk they were welcomed by members of the clubs and were presented with certificates by the commanding officer of the engineering college, Capt. Timothy England.

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Wrens from HQ Commando Forces Royal Marines, Plymouth, found themselves in a lather recently — they raised £161 towards the Trafalgar Day Children's Appeal during a sponsored car wash.

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Helping Hands

LWEM(O) Andy Vine and WEM(O) Fitz Fitzpatrick have completed the first ever under-water cycle ride from Land's End to John O'Groats in only 14 days.

The hot and cramped conditions of HMS Turbulent's electrical services compartment proved no match for the cyclists who completed their marathon bike ride almost a week ahead of schedule raising £600 for the children's ward of Warrington District Hospital and the Royal Navy Children's Home in Plymouth.

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The Wrens unit in Hong Kong held a "pool party" in aid of the WRNS Benevolent Trust and a local children's charity.

The evening included a barbecue and disco and the 22 members of the unit raised approximately £600.

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Cyclists from the Seabed Operations vessel HMS Challenger raised £1,200 for the Cot Death Appeal and a local Falmouth charity during a sponsored ride.

The team — PO(D) Pusser Hill, PO(D) Tim Sizer, POWEA Dave Passam, CPO(S) Clem Clemow, PO(CA) Peter Pearson and CPO(D) Steve Bielby — were met by the town mayor, Cllr Harrison on completion of their Portsmouth-to-Falmouth cycle ride.

□ □ □

A combined team from the Type 22 class frigate HMS Coventry and apprentices from the Rover Group at Coventry have raised almost £2,000 for the ship's charity chest.

The money was raised by a charity relay run which covered a distance of 220 miles from HMS Coventry, in Devonport, to the ship's affiliated city of Coventry with overnight stops en route at 42 Command RM (Taunton) HMS Flying Fox RNR (Bristol) and the Cheltenham and Coventry Round Tables.

□ □ □

Two hospital wards and a children's charity have benefited from the pedal-power of teams from HMS Invincible.

Cyclists from the PO's mess raised £2,000 for the Children's Ward at Durham Hospital while a team of riders from the ship's Airborne Early Warning flight raised £4,000 for the Cancer and Leukaemia in Childhood Trust and £700 for the Children's Ward at Sunderland Hospital.

□ □ □
In the past, when the Princess Royal visited Britannia Royal Naval College, Dartmouth, for the Lord High Admiral's Divisions, it was customary to present her with a gift.

This year, however, the college decided to raise money for one of the charities with which she is involved and, with her agreement, First Officer Charlotte Manley presented a cheque for £1,250 to Strathcaron Hospice in Stirlingshire.

The money was raised by holding a 24-hour squash marathon, a church collection and a three-legged pancake race and also included a donation from civilian catering company employees who work at the college.

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Members of Plymouth Clearance Diving Team visited Ivers Residential College, Dorset, during a fund-raising fair.

They entertained students and visitors with a demonstration of their mine-detecting skills when they searched for buried treasure.

□ □ □

A new charitable trust has been founded in the Falkland Islands to aid veterans of the 1982 conflict who are suffering from physical and mental disorders.

The '82 Trust, which is seeking Royal patronage, is the idea

of ex-Royal Marine and Falklands veteran Norman Clark, who is a local representative of the Falklands Families Association (FFA).

The Trust is seeking donations from servicemen and women, associated organisations and individuals which should be made payable to '82 Trust, c/o Standard Chartered Bank, Stanley, Falkland Islands.

□ □ □

A team of three officers from the Ministry of Defence Police at RNAD Culport, challenged the Royal Marine Training centre at Lymington, Devon, to take them on over the formidable Marine Endurance Course.

The Culport team put up an excellent challenge and the Marines were impressed with their guts and determination.

Two charities — Erskine Hospital for Retired Ex-Servicemen and the MOD Police Yorkhill Children's Hospital Ward 5B Fund — benefitted from the hard work put in by both teams.

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Members of the ship's company of HM submarine Tireless took part in a raft race in their adopted town of Rugby.

Despite a spirited fight, during which two members of the team were ditched to give greater buoyancy, they failed to reach the finals but did manage to raise £150 for local charities.

Peterel in the saddle

THREE members of HMS Peterel's ship's company raised money for charity when they cycled 40 miles from Dartmouth to Exmouth, the ship's affiliated town.

The Bird Class patrol vessel renewed links with the town over a three-day visit before moving on to Brighton where she was guard ship for the start of the Brent Walker Cup European Challenge yacht race.

Admiral drops in

REAR-Admiral Michael Layard, Flag Officer Naval Aviation, and his wife Elspeth were students on the parachute acquaintance course at the Joint Services Parachute Centre, Netheravon.

A naval pilot, the admiral decided that if he was going to throw himself from a fully functioning aircraft for his first parachute jump he might as well capitalise on it by raising cash for St Bartholomew's Church.

The church, in Yeovilton village, was recently purchased by the Fleet Air Arm and needs £300,000 for restoration. This sum has been reduced by £500 by the admiral's jump.

Those on the course land in the sea, in Studland Bay, and are "rescued" by Royal Marines operating from their base at Poole.

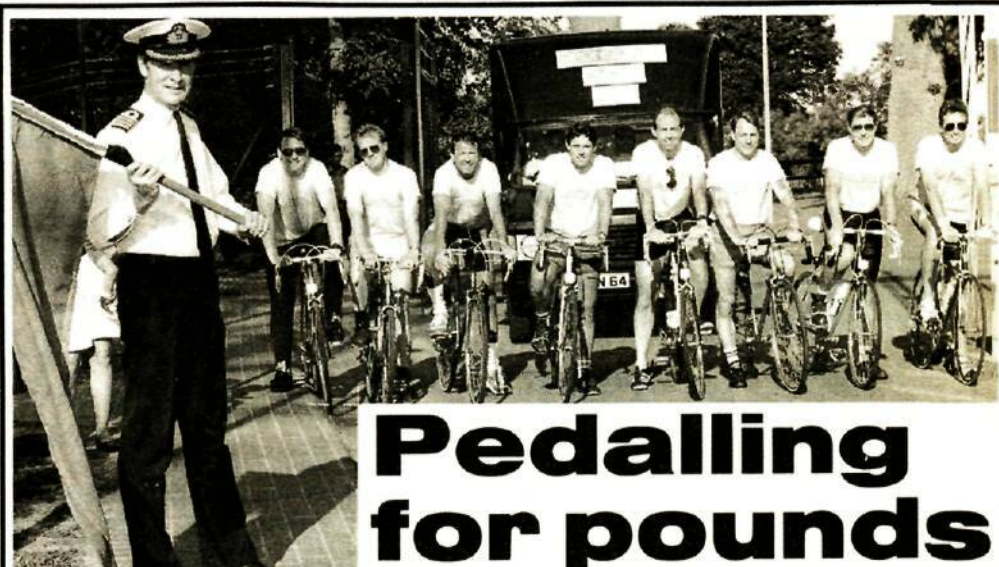
GUN CREW HOST VISIT



FORMER Fleet Air Arm Field Gun Crew trainer, Mr. Gordon Brown, of Weymouth, made good use of his many contacts when he helped to arrange a visit for members of the Acorns Day Centre to the Field Gun Crew's public runs at HMS Daedalus, the Royal Navy Air Engineering School, at Lee-on-Solent.

The disabled members of the centre, many of whom are blind and wheelchair bound, travelled with helpers and staff in three specially-adapted buses under the guidance of the centre's assistant manager, Mrs Irene Corder.

The visit was marked by the exchange of presentation crests by Mr. David Dowell and Lieut. Tim Holt.



Peddalling for pounds

UNDER starters orders are eight members of the Anti-Submarine Warfare Instructors' Association (ASWIs) from HMS Dryad who cycled to RN air station Portland and back to raise money for the Elizabeth Foundation.

The charity, adopted by the association in 1981, is based at Queen Alexandra Hospital, at Cosham, and helps children under school age

with problems caused by impaired hearing.

The charity ride was set under way by Capt. Paul Du Vivier, Captain Training at the School of Maritime Operations, where the "bikers" are presently employed teaching anti-submarine warfare techniques and, apart from the odd saddle sore, the 10-hour round trip of 190 miles was a great success raising £600 for the youngsters.

CAROLINE'S NAVAL REVOLUTION

SWAPPING her small congregation in Leicester for a larger one at HMS Daedalus, Lee-on-Solent, the Rev. Caroline Pullman (28), has become the first woman chaplain to serve in the Royal Navy.

Her appointment as one of 17 Free Church chaplains serving in the Navy also sees the fulfillment of a long-held ambition.

"When I was at school I wanted to join the Wrens and train as a meteorologist," she said.

"But then I studied theology and was called to the ministry and it's only recently the old ambitions have resurfaced."

After graduating from Bristol University she went on to Bristol Baptist College where she studied from 1980 until her ordination in 1985, after which she was minister at Clarendon Park Baptist Church in Leicester.

She was chairman of the Baptist Union's Glasgow '88 committee and is currently the Baptist Union's representative on the Free Church Federal Council.

After a period of training at Britannia Royal Naval College, Dartmouth, the Rev. Pullman will take up her appointment at HMS Daedalus where her "parish" will also include the Royal Naval Hospital, Haslar, and HMS Dolphin.

"The Navy's unique way of life is going to provide me with plenty of challenges," she added.

"And I'm looking forward to serving God in my new role as naval chaplain."

Plan for a new hole

ABOUT half the operational staff of a joint maritime communications centre to be developed by MOD at St. Mawgan, Cornwall will be provided by the Royal Navy and RAF. The remainder will come from the US Navy.

The unit will provide an important link between UK and US maritime forces and headquarters.

Comprising a buried, hardened communications building about 70 metres square within the perimeter of RAF St Mawgan, the centre will be integrated with the existing RAF fixed communications system. It will include two extra small satellite ground terminals, also within the station boundary.

The UK will finance and

construct the centre while the UK provides the operational equipment.

Once fully up and running about 400 personnel will be associated with the centre, including operational and support staff.

Subject to consultation with the local planning authority, major construction work is planned to start in the middle of next year, with the centre becoming operational in 1995.

Concert dates

THE massed Bands of the Royal Marines will present the 1991 Mountbatten Festival of Music concerts in the Royal Albert Hall next February 20, 21 and 22.

Proceeds will go to selected RN and RM charities and ticket application forms may be obtained, by enclosing a stamped addressed envelope, from Royal Marines Concert Office, Room 113, Archway Block South, Dept. of CGRM, Ministry of Defence, Old Admiralty Building, Whitehall, London, SW1A 2BE.

The Free Trade Hall, Manchester, is to host a concert for King George's Fund for Sailors.

This will be given by the RM Band of CINCPACVHOM on Oct. 12. Ticket details from: Manchester Ticket Shop, Manchester Town Hall Extension, St. Peter's Square, Manchester, M60 2LA (Tel 061-236-7076).

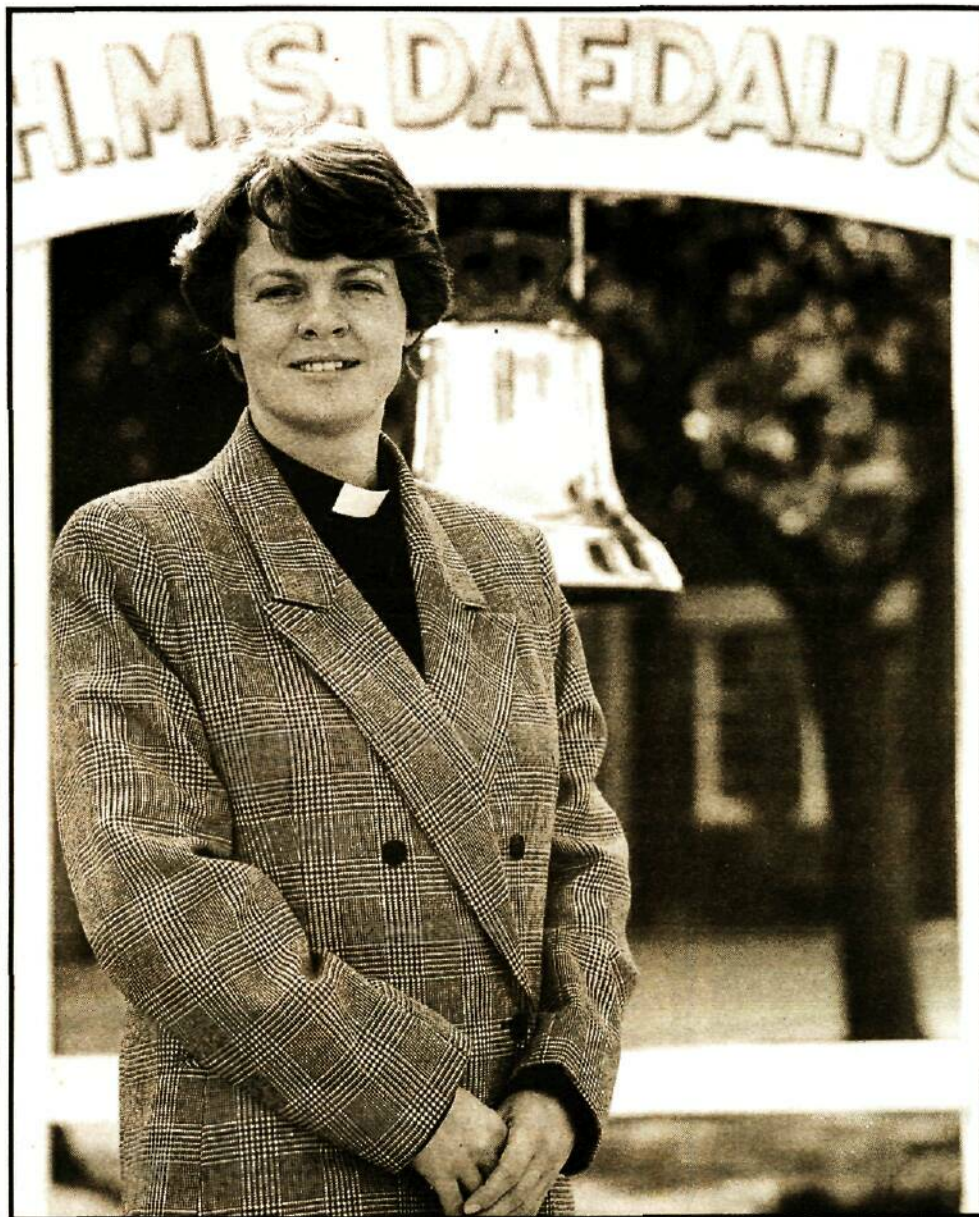
Salute to Cornwall

ALTHOUGH HMS Cornwall's ten-month deployment was long by today's reckoning it proved to be extremely popular with the ship's company.

The programme was varied and interesting — the Type 22 frigate operated with other NATO warships on both sides of the Atlantic — and there were innovative leave packages at Christmas and in April to help break it up.

During the 298 days she was away from her home base the Cornwall steamed 42,538 miles — equivalent to 1.7 times round the world.

● HMS Cornwall's home coming was spectacular. A team of officers from HMS Cambridge volunteered to fire Flag Officer Plymouth's gun salute and three Buccaneers took part in a fly-past.



Picture — LA(Phot) Richard Thompson

More cash to salvage

AS A result of a Navy News article last April, MOD has been able to pay nearly £2,000 to 30 claimants who took part in a series of salvage actions between 1973-86.

Director General of Defence Accounts said the rest of the claimants, 80 in total, had either already been paid and had forgotten, or were not on board for the rescue listed and so not entitled to participate.

Encouraged by the response to the previous article, the department is now targeting particular awards and listing officers and ratings entitled to sums of more than £30 for specific awards.

First of these lists refers to salvage services given to mv Carnation and mv Anson by HM ships Tiger, Rhyl and Dreadnought between July 26-28, 1973.

Those listed below, or who know someone who is, are asked to contact: Mr. J. C. Porter, Acs. Imprest 1 DGDA, Room 77, Block A, Warminster Road, Bath, BA1 5AA:

HMS Tiger: Lieut I M O'Brien, Lieut P E Smith, Lieut D Warren, LOEM W H Allman, RSF Brd, MECH2 A Buick, REA2 I W Christison, CPOSTD A N Marks, Crockett, POEL J Davis, CMECH M E Finney, AB M J Foskett, POMEM R J George, PO M G Hall, CMEM A Henderson, FCREL C G Lomas, AJFCRS K A Melton, POCK F E Reynolds, OEMN 2 J Simonite, POMEM A T Wood.

HMS Rhyl: Lieut C A Barber, Lieut P Mazzeo, Lieut C M Williams, Sub-Lieut J P Milton Thompson.

HMS Dreadnought: Lieut H D Bennett.

Danae's double trouble

HMS Danae was involved in a double rescue drama when two ships got into difficulty in a fierce winter gale in the South Atlantic.

The Royal Fleet Auxiliary tanker Gold Rover sent out a distress call when she lost her rudder 16 miles east of Port Stanley.

The Leander class frigate and the tugs Indomitable and Oil Mariner sped to the scene with a Sea King helicopter of 78 Sqn, based at RAF Mount Pleasant.

As Gold Rover headed into driving white-out snow the helicopter managed to land on the deck and evacuate eleven of her crew of 60. On return, the aircraft lifted off ten more of the crew, in pairs.

Eventually, Gold Rover managed to anchor and ride out the storm.

Then the Falklands Fisheries Department received a Mayday call from the MOD-chartered Asifi, 5000 tons, which was taking in water in its engine compartment 210 miles north-east of the Falklands.

HMS Danae was re-assigned to assist the Asifi and the wind dropped sufficiently for her helicopter to ferry men onto the ship to contain the fire risk.

● SEA KING helicopter crew members from Royal Naval Air Station Culdrose have been nominated for Silk Cut nautical bravery awards.

Warm work

Snowed under with receipts as HMS Herald sails for the Gulf, Stores Assistant Sean O'Keefe still manages to keep smiling...

Half the ocean survey vessel's ship's company had to be recalled from summer leave to prepare her for her role as Mine countermeasures command support ship to the three minehunters currently deployed there.



Cleopatra has a California dream

HMS CLEOPATRA took a break from her normal towed array duties, and spent the summer in California conducting trials with the US Navy.

During the three week stay based in Long Beach and in San Diego there was an overwhelming 'dial a sailor' response, encouraged by a local Hollywood radio station, KODJ, who broadcast a breakfast time show from the flight-deck.

The ship's company presented a cheque for £500 to The Greater Los Angeles Partnership, a charity for homeless children.

Naafi gongs

FORTY-six Naafi men who served in the Gulf during the Iran-Iraq conflict have been awarded General Service Medals.

Managers and assistants undertook tours of duty in more than 20 Royal Navy vessels between October 1986 and October 1988.

New DPC gets down to details

Since the Fleet Air Arm Drafting Section last wrote for Navy News some of the management has changed. Being the new man in the hot seat (the Drafting Commander writes) I will begin with some first impressions:

Apart from the demands of the Service (much demand on fewer people these days) we do try to put Preference at the top of the list when it comes to drafting individuals but — and it's a big but — the only information we have to go on is your last DPC.

Is yours up to date? Or will we put you where we think you want to go — which according to our feedback is sometimes not where you now want to be? Getting married? Buying a new house? Mother/father-in-law getting you down? Put in a new DPC. It makes sense.

In the present climate manpower is tight. It is becoming more and more difficult to put the right man into the right job, and in some cases to cover the inevitable gaps when there are shortages in any particular category.

Where there are shortage categories and gaps it becomes a ques-

Drafty takes to the air...



"Drafty's Pool Coupons! They're big on away wins..."

tion of priorities — ie, who needs the man most. Priorities change as operational commitments change, so under these circumstances we put men into billets as required by the operational plot.

This might mean in some cases a lack of continuity for individuals as they move from one Squadron/Ship to another. (Only in exceptional circumstances, however, are we allowed to break the drafting rules).

Wrens at sea — your turn will come

Phase one of WRNS to sea has been completed. Surprisingly, the FAA contribution to the first batch of ships is only eight ladies with six trained as possible reliefs. They will be filling billets in Invincible, 800 NAS and 814 NAS.

There are many more volunteers who unfortunately cannot yet be used for the first batch of ships. Most of these just cannot complete all the necessary training in time, but some will be joining ships at the Easter stage relief. All volunteers will be getting to sea in due course as the number of billets available increases.

Wrens who have joined since September with automatic sea liability can expect to be joining ships or squadrons late in 1991. Any Wren who would like to volunteer for sea in a squadron or Air Engineer Dept just needs to send drafty a C240. As with the men there is no guarantee that you'll get what you want — but we will try!

Busy going nowhere...?

Drafty has been very busy issuing Draft Orders recently — but very few people have actually gone anywhere! These drafts are the result of the demise of a cherished Fleet Air Arm tradition — the BDN or Block Draft Nucleus.

The BDN system gave establishment manpower controllers free rein to use the allocated manpower as they saw fit. The tightening up of accounting for people means that it is no longer enough for Drafty just to know that you're at 'Portland' — but rather on 702 SQN or working on the Security section.

It must be stressed that the constant movement of personnel within the air station will still occur — Drafty doesn't want to interfere with the smooth running of the establishment; the only difference will be that drafts will be issued to reflect all the movements. Apart from the fact that there will be a lot more paper flying around, we will have a much better idea of who is where and doing what.

The new, roomier DPC

Look out for the new FAA DPC in 1991 — it's designed for you! In addition to what we have said earlier about the DPC, the current FAA DPC is out of date. Although most of the information you put on it is useful, the instructions refer to numerous obsolete aircraft and units and some units have moved or had their names changed.

The new form will be A4-sized, bringing everything up to date and giving you and your DO more room to make remarks. There will also be more useful information about units so you can be more precise in your preferences, especially of specialised drafts, so you don't waste your opportunity to tell Drafty exactly what you want.

Moving towards the FRS2

The transition to FRS2 is going to be a very complicated procedure in manpower terms. The Operational Evaluation Unit should be forming in late 1991 and will grow after the first six months or so from a small number of experienced maintainers at Boscombe Down to a large pool of manpower based at Yeovilton as the number of its aircraft increases.

Once there are sufficient numbers trained to form a squadron there will be a swap with either 800 or 801 to put the whole package to sea in one go. The other squadron will follow later. For this reason the OEU will be accorded front line status and will count as a sea draft. If you've worked on Sea Harriers before and fancy a challenging draft, why not volunteer?

Air stations hit bad weather

Whilst not facing too many problems at Senior Rate level, the Met branch is suffering a few pains around the air stations, predominantly at AB level. Hopefully this will be improved by increased output into the fleet from RNSOMO later this year. Recruiting into the Met branch is open for those interested.

That aside, the Met branch is not being left behind in the deployment of Wrens to sea. The first W(METOC) joins HMS Invincible at the end of next month with a standby earmarked for the Emergency Relief Pool — thus giving the Wrens of smaller branches opportunities too.

Wanted — Aircrewmembers...

The Aircrewman Branch is due to expand during the 90's due to the introduction of the Merlin helicopter. An increase of some 20 percent is anticipated, building the Branch up to approximately 280 strong by the year 2000.

So if you want some excitement and fancy a flying career, start thinking now. You will need to be medically fit, pass the flying aptitude tests and if you successfully complete training you will have to put up with a few extra pounds per day flying pay. Look in BR1066 for the rules for entry to the branch.

The lead time for joining a front line helicopter squadron, allowing for recruiting (the Aircrewman Branch is a sideways entry branch) and training, is two to three years so budding volunteers better start thinking now.

Recruiting posters are on distribution now and other information is available from FONA headquarters at Yeovilton, tel. Yeo 5670 — WO (Alfie) Tupper. He is also starting Recruiting Roadshows so if you want a visit give him a ring.

If you are at sea go and see your nearest Wafoo, he can give you a steer straight away.

At present the Branch is some seven percent short in numbers, the shortage being at the experienced Aircrewman level. However the PVR rate has improved this year — several who have put in their notice have withdrawn and three who have left recently have applied to rejoin.

Work is in hand to see if it will be possible for WRNS to join the branch. These proposals are being examined within the Ministry of Defence. The buzz is that there are WRNS who would join, given the chance.



"This says the Merlin is 'the lady's hawk' — so who better than us for the job?"

... and more Controllers

Recruitment into the AC Branch is still a hot topic. Problems are being experienced both at sea and ashore. Still, many AC billets are being filled by Radar ratings and ratings of the Aircraft Handler trade with AATC/ATC adqual. This situation will remain until there are sufficient controllers to release the men to return to their source branch.

So, we need more volunteers. The Staff of FONA Headquarters at Yeovilton — Lieut.-Cdr. Brunwin (Tel. Yeo 5236) — are heading up a recruiting drive at present and are available for Roadshows.

If you're interested give him a ring. Or look up BR1066 to see if you fit the bill (Art 1525.3).

Watch out for transfers

It is expected that there will be a lot of changes in the look of the frontline in the near future. This could mean the transfer of jobs between squadrons, both afloat and ashore. Some people may get short-toured, others through-drafted. Drafty will be doing its best to alleviate the pain — hopefully there won't be much. Drafty will be liaising with MACCOs, DOs and regulators to smooth the way.

THE FLEET AIR ARM DRAFTING TEAM

Drafting Commander Warrant Officer Appointer Cdr Mike Burnett (ext 2125).
Office Manager, Warrant Officer Appointing, Ships Flight Co-ordinator CAEM(R) Dave Bows (ext 2144).
Drafting Officer Technical Ratings Lieut.-Cdr. John Barclay (ext 2121).
M' Trade Senior Rates POWTR Dave Mullett (ext 2124).
M' Trade Junior Rates LWRN Tracy Hitchcock (ext 2124).
WL/R' Trade Senior Rates POWTR Mick Jobling (ext 2123).
Drafting Officer Non-Technical Ratings Lieut.-Cdr. Roger Grove (ext 2049).
Non-Tech Senior Rates POWRN Donna Rhodes (ext 2134).
Non-Tech Junior Rates WTR Simon Jay (ext 2134).

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BOUQUET	Spray Carnations/Freesia/Fern.....	£9.50

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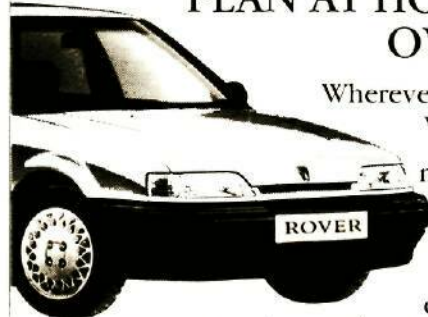
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TALENT FOR THE TASK

SIXTH and penultimate hunter/killer submarine of the Trafalgar class, HMS Talent joined the Second Submarine Squadron at Devonport in July.

Sent down the ways by her sponsor, the Princess Royal, HMS Talent's was the last "dynamic" launch — using a conventional slipway — at Vickers' Barrow yard. All subsequent VSEL-built vessels will be gently dunked, using a 30,000 tonne synchrolift.

After the long build period, the Talent sailed on contractor's sea trials in December last year, proving herself in the face of gale force winds, mountainous seas and freezing conditions.

Commissioning

She then returned to Barrow for final fitting out and commissioning in May. She was accepted into service in the Firth of Clyde. A busy running period followed, including safety harbour training, COST, post-acceptance trials, a sea day for VIPs from Shrewsbury, the submarine's affiliated town, and a well-deserved run ashore for the ship's company in Stavanger, Norway.

HMS Talent's principal war-time role is to locate and destroy enemy submarines and surface ships, although she is capable of oceanwide surveillance tasks.

She has a complex array of sensors and computers with which to detect, classify and track surface and underwater contacts. Her 2020 bow array and 2046 towed array sonars are her principal sensors, but her other means of gathering

information include an Electronic Support Measures (ESM) outfit for intercepting enemy radar transmissions, an active intercept sonar (2019) and, of course, the attack and search periscopes.

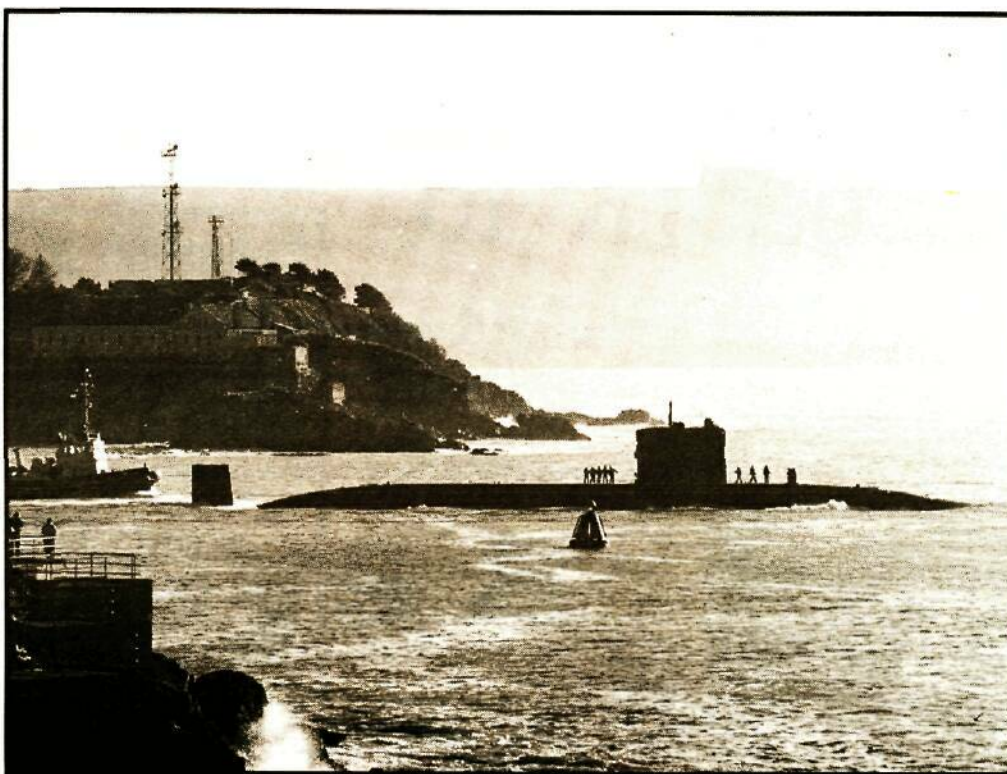
Once a fire control solution has been achieved, a contact may be engaged using Tigerfish wire-guided torpedoes or, in the case of surface contacts, Sub Harpoon anti-ship missiles fired from one of her five torpedo tubes.

Navigational aids include Decca, Omega, satellite navigation and Ship's Inertial Navigation System (SINS).

Propulsion is by means of a pressurised water nuclear reactor. Fissile material (enriched uranium-235) gives up its heat to primary coolant water, which is circulated through two steam generators.

Cuppas

These may be regarded as large kettles — in four minutes they boil enough water for 1,000,000 cups of tea! — which evolve steam to drive two turbines, geared to drive one shaft, and two turbogenerators. Condensate passes back into the



Above: HMS Talent, Trafalgar class hunter/killer of the Second Submarine Squadron, enters Devonport.

Picture courtesy of DML

SGs and the process repeats itself.

The submarine's atmosphere is constantly purified and recirculated. Oxygen is produced by electrolysis of pure water from the distillers, which also provide water for domestic purposes, including the busy laundry. In fact, the only limits on the Talent's endurance are victuals and the sense of humour of the ship's company!

Although she has 100 bunks, she usually carries more than 120 men, so the tradition of "hot bunking" goes on into the 1990s. Facilities on board are, necessarily, limited, but include video cassette players and hi-fi units in each mess, a rowing machine and a well-equipped galley, which produces, among other things, fresh bread daily.

With her complex array of weapons and sensors, high speed and long endurance, HMS Talent represents a potent new addition to the Fleet and to NATO.

Laying the groundwork for nuclear operations



LAUNCHED in July 1943 and commissioned as P322, the first HMS Talent — also a submarine — was transferred to the Dutch Navy less than a year later, and renamed Zwaardvisch.

A second Talent, ordered from Vickers in 1944, was one of a batch of T-class submarines cancelled as the Second World War turned in favour of the Allies.

But wishing to perpetuate the name, the Admiralty instructed that HMS Tasman, launched on February 13, 1945, be renamed Talent prior to completion and commissioning.

Fitted with one diesel engine and two electric motors, this Group 3 T-class boat had a speed of 15 knots surfaced and nine knots dived. As built, she had five guns topside, 11 torpedo tubes and a complement of 65.

In 1948 HMS Talent embarked a team of scientists from the Admiralty Compass Laboratory to conduct an innovative gravita-

tional survey of the English Channel, laying the groundwork for the development of the Ship's Inertial Navigation System (SINS), which is so essential to modern, nuclear-powered submarine operations. (The present HMS Talent is fitted with SINS).

During her service life, HMS Talent was fitted with a snort system and was one of the few riveted-hull T-class boats to be streamlined and modernised. She was eventually decommissioned and broken up at Troon in 1970.

Pictured above arriving at HMS Dolphin, Gosport, is the previous HMS Talent. This shot was taken in January 1947 when she was under the command of Lieut. R. F. Park.

Home from Australia, via Hong Kong, she was immediately involved in Operation Blackcurrent — in which submarines were used to supply power to naval establishments and dockyards to overcome problems of moving coal during the severe winter.



What's the meaning of the cross?

HMS Talent's badge consists of a blue background surmounted with a saltire couped white and a pair of golden scales. The meaning of the white saltire is not known and the present crew would be grateful if any "Old Talents" could shed any light on the subject.

The scales allude to the original meaning of the word talent — from the Greek word *talanton* or weight — and the parable of the ten talents (Matthew 25:14).

Today's ship's company subscribes to the modern use of the word — mental endowment and natural ability. The motto *Death to hide*, which comes from a poem by Milton and was used by previous vessels of the name, has not been adopted.

FACTS & FIGURES

Builder: Vickers Shipbuilding and Engineering Ltd, Barrow. History: ordered September 1984, laid down April 1986, launched April 1988 and commissioned May 12, 1990. Displacement: 4,700 tonnes surfaced. Length: 85.4m. Beam: 9.83m. Draught: 9.5m. Speed: In excess of 25 knots. Diving depth: In excess of 175m. Complement: 100 (13 officers, 41 senior rates and 46 junior rates). Armament: Five torpedo tubes: Mk 24 wire-guided torpedoes, Sub Harpoon anti-ship missiles, Mark 5 mine. Machinery: Pressurised water reactor generating steam for two geared turbines.

POSTCARDS of Ships of the Royal Navy are obtainable at 50p each (minimum order £1.50) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £5.50, and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.

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Stampede for Russia medal

AS A RESULT of the Soviet decision in May to issue another batch of commemorative medals to UK citizens involved in the Russian campaign of 1941-45, no fewer than 12,000 applications have been received by HMS Centurion.

Most have been listed for consideration by the Soviet authorities.

Applications for posthumous awards have, however, been excluded as the Soviet authorities are not giving them to their own people.

Centurion said it would take time to establish the number of medals to be produced, how long production will take, and the method of distribution.

No further applications can now be accepted. All who submitted claims before August 31 will be informed in due course whether or not they have been allocated a medal.

Underground connection

WHEN Dartmouth trainees took a look at life on the London Underground the Tube operators asked to set up a branch line of communication.

The College agreed to continue the link — and instituted the Britannia Trophy for an annual training competition entered by Underground staff.

In return Mr Dennis Tunnicliffe, managing director of London Underground Ltd, presented the College with a book on Tube station art when he attended the half-term passing out parade.

'Special K' to the rescue

HMS Kellington, currently seconded from the Third Mine Counter Measures Squadron to the Fishery Protection Squadron, has been taking a big share of distress calls.

When the MV Flag Theofano, sank in the Solent, Kellington was first on the scene to locate the wreck.

On duty in the Bristol Channel she went to tow the FV Concord, which had a gearbox failure, to Swansea.

She received two yachts in trouble in the English Channel — one lone sailor whose engine and Decca had failed had been sailing without sleep for five days.

● WHILE on a cruise in Biscay HMS Drake's establishment yacht Sealark III went to the aid of a French yacht caught in the surf off Houat.

LCK(CA) Tex Wildman, from HMS Sirius, swam across to her with a line made by joining all the pieces of rope on board.

First aid was given to the owner who had badly mangled a finger trying to recover a kedgie anchor.

SAY IT WITH POPPIES

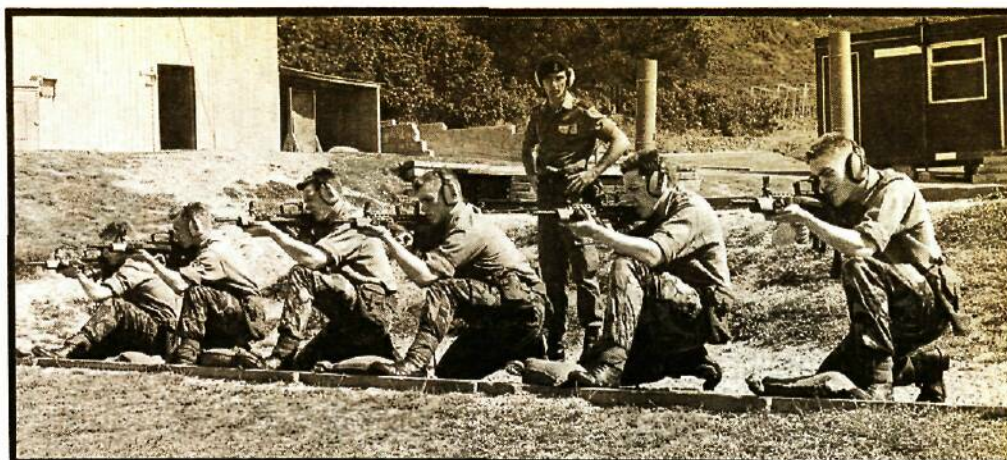
With Remembrance Day again approaching, the increasing need to help ex-Service veterans is stressed here by the chairman of the Royal British Legion's Poppy Appeal (Mr. I. P. Cannell):

THIS year we have been commemorating the well-known conflicts of the Second World War such as Dunkirk and the Battle of Britain.

These, and many other events which have gone unmarked, involved real people. The intervening

50 years have taken their toll on these heroes and their families. Naturally they now look to the Royal British Legion for help and support.

Today the Legion's services are needed more and more as the veterans of both World Wars reach the closing years of their lives. More volunteers for this year's appeal are needed in every part of the country — giving time requires only a telephone call to the Poppy Appeal on Maidstone (0622) 717172.



Freedom of Worthing for Sussex

HMS Sussex, the Sussex division of the RNR, has been granted the Freedom of the Borough of Worthing, only the 12th time it has been bestowed in the Borough's 140 year history.

After a ceremony in which Cdr. John Stoy received an illuminated scroll in a solid silver casket, the division exercised their new right to march through the streets.

Rule of the gun

PO(M) Philip Rolfe oversees basic training in the new SA 80 rifle at HMS Cambridge — the lead school for naval military training and the first establishment to receive it.

Odysseus and the art of attack

ODYSSEUS, a new attack teacher at the Royal Naval Submarine School, is now in use.

Incorporating the latest high-technology equipment used in submarine operation rooms, Odysseus helps to give essential knowledge to boats crews, where teamwork and good communications are a must.

The attack teacher will also be used when potential submarine commanding officers are put through their paces in one of the Royal Navy's toughest courses — known in the submarine world as the "Perisher."

After the opening ceremony attack teacher staff and Heads of Departments joined Flag Office Submarines, Vice-Admiral Sir John Coward, in a champagne toast.

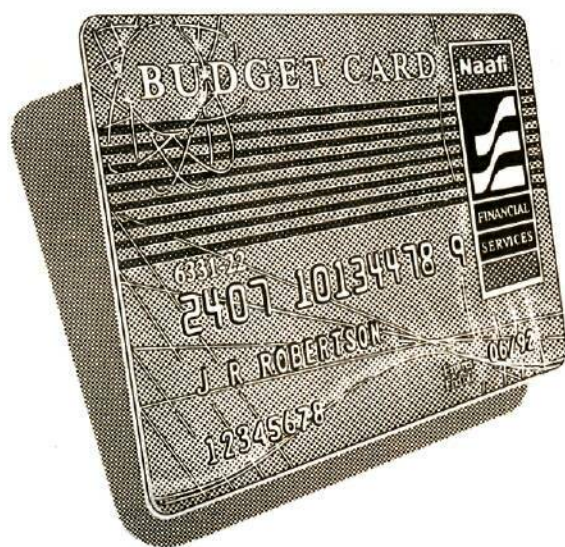
Donkey business

WHILE HMS Newcastle basked in the sunshine of Curaçao 12 members of her ship's company climbed to within 100 ft. of the chilly peak of Venezuela's highest mountain, Pico Bolivar.

The party travelled by donkey over one of the passes — only to wish they had walked instead.

The Type 42 destroyer has since returned to Portsmouth at the end of her four month tour as West Indies Guard Ship.

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THE CARD OF THE MOMENT

Written quotation on request

JACK

BY TUGG



Grouchy, but it's nothing personal...

AS a serving member of the Royal Naval Auxiliary Service, I was disappointed to read (August edition) that the Royal Naval Association conference had rejected a proposal to allow members of the RNXS to become full members of the RNA.

I have never served in the regular forces. I was admitted to associate membership of Rhyl Branch of the RNA on the

strength of my (very brief) service in the RNR in the early 1970s. During RNXS exercises over recent years, members of my unit have been welcomed into the Holyhead RNA Club on the strength of our Service ID cards alone; whether we were, or were not, association members was never an issue.

I should not need to remind the RNA that although we may be civilian volunteers the RNXS is an integral — I might even say vital — part of the Royal Navy, and it seems to me axiomatic that we should be admitted to full membership of the RNA without question.

Would it be churlish to suggest that while the RNA is glad to accept our money across the bar, they seem to stop short of actually allowing us full membership rights — and I seem to recall that Groucho Marx had something to say about that!

I am willing to bet that a substantial number of people I see in the bar or snooker room of the RNA clubs I have visited over the years have been no nearer the RN than a visit to Portsmouth Navy Days, any more than the members of the first XV of my old boys' rugby club ever attended the same school as me. I don't complain about that.

What does puzzle me is that an organisation which will allow me associate membership on the basis of a few months Reserve service 15 years ago, will not allow me full membership although I am now an active, serving member of the part-time Navy. Would it be too much to ask the RNA to think again about the issue?

Before I get run out of North Wales for my apostasy, let me say that I have no quarrel with either Rhyl or Holyhead RNA clubs, both of which I am proud to be associated with. My argument is with the RNA nationally, who I believe are doing a disservice to the RNXS. — C. V. Marsh. QNX. Conway RNXS Unit.

Happy New Year pay

WHILE not questioning the rates of pay at various levels, could I suggest a new monthly pay scheme.

If all Servicemen and women were paid a 30-day month from January 1 to November 1, then December's pay would equate to 36 days pay. In particular this would eliminate the February blues, which is so close to the Christmas expenditure. C. H. Knowles CMEM(M). Staff of CINCFLEET(ME).



Letters



Is Navy Days a numbers game?

SO THE many thousands who regularly visit Portsmouth Navy Days are to lose out to the much smaller number of Plymouth visitors where it is intended to create "a much grander show, concentrating all the

available assets in one place."

But surely "available assets" are disposed on the basis of operational requirements, not to enable Navy Days to take place?

It is a fact of life that Plymouth's geographical position makes it unlikely that large numbers would go there, as opposed to Portsmouth, which is much more accessible to other

parts of the country. So if Navy Days attendances were really the issue, Portsmouth would be selected for next year's event.

If the so-called "combined" event does go ahead at Plymouth next year and there is no large increase in attendance — which there won't be — it will be put about that perhaps public interest in Navy Days is waning, and so shouldn't it be suspended altogether for a while?

For those who say this is fanciful, let them meet the challenge by making Portsmouth next year's venue. — P. Cole. Bournemouth, Dorset.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

No false economy by RNLI

MAY I make a small but important correction to your August item in which it is stated that the lifeboat at Clovelly was withdrawn in the interest of economy.

The Royal National Lifeboat Institution would never for economic reasons withdraw a lifeboat if it was needed. The policy of speeding up the lifeboat fleet and the introduction of fast shore-based lifeboats at adjacent stations to Clovelly meant that a slower, permanently-manned 70ft lifeboat, moored off Clovelly was no longer required.

Nonetheless we wish the village every success with running a rigid inflatable boat, a project which I note some of your readers have generously supported. — E. Wake-Walker. RNLI. Poole, Dorset.

Torricelli's forty minutes of glory

REGARDING the letter from Mr. C. Simpkin (August) about the Moonstone, I can fill in some more of the background, since the centenary of the Italian submarine service in May has prompted publication of quite a number of books and articles which, perhaps for the first time, give the Italian story.

The basic problem was that the Italians had fitted their submarines with air-conditioning plant whose refrigerant was methyl chloride. This was not up to war service, and leaked

toxic gas. In peace, with the boats on the surface for much of the time, the problem escaped notice, but they were soon experiencing vomiting, paralysis of the lower limbs and mental confusion, for which there was no obvious reason.

In consequence of the gas the Macalle went aground and sank on June 15 1940 (war was declared on 10th), then the Galileo Galilei was captured on 19th. The hit on the conning tower killed all the officers and many of the senior ratings, while everyone below was knocked out by the gas. Her code books were captured,

which led to the loss of the Torricelli in the Red Sea on 23rd and the Galvani in the Gulf of Oman on 25th.

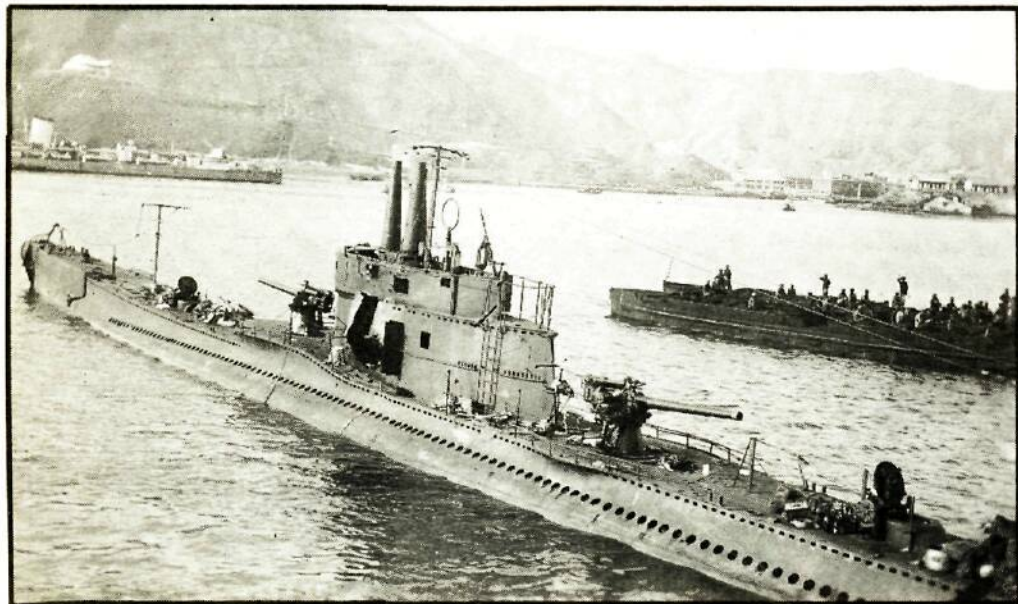
Half the Red Sea force greeted the Torricelli, the letter stated. Yes, the Kandahar, Kingston, Khartoum, Shoreham and Indus, mounting between them 18 4.5-inch and four 4-inch guns, took on one 4-inch and twin 1/2-inch machine guns. In 40 minutes the Italians had knocked out the Khartoum (a lucky hit on the after magazine set her fatally on fire), driven the Shoreham off badly damaged, and peppered the Kingston, before a 4.5-inch hit forced Lieut.-Cdr. Pelosi to scuttle his submarine.

Honours

He was received by Cdr. Robson in the Kandahar with the honours of war, and once in Aden was dined by the five British COs. Later the local Flag Officer saw him to convey Their Lordships' congratulations on a remarkable fight, for which he was awarded the equivalent of the VC.

He went on to become the CINC at Taranto, and the Italians' latest submarine is named after him. — R. F. Channon. Capt. Mount Wise, Plymouth.

● THIS picture of the captured Italian submarine Galileo Galilei was sent by Mr. C. Truckle, of Keynsham, near Bristol, who was in Aden serving in HMS Carlisle at the time. Our thanks too, to other correspondents who wrote on the subject.



No profit in letting

FURTHER to the letter (July) from a CPOWTR serving abroad, I too let my house while serving overseas, and the tax deductible allowances spoken of are of negligible value.

This gives an indication of how much it costs me to own my own home: Gross income, £4,000; net tax deductible costs, £2,000; net profit, £2,000; tax paid, £800.

So, with a £39,000 mortgage, the net equation looks like this:

Outgoings: Mortgage repayments, £6,000; married quarter charge, £2,160; costs (insurance, fees etc), £2,000; tax, £500. Total £10,660. Income: Rent, £4,000 (plus security in my old age), £4,000.

I don't have LSAP and, bearing in mind the tax on a beneficial loan and the letting interest, wouldn't bother with one either. — CPOAEM. BFPO 41.

Naafi stays firm on the breadline

The answer to CPO R. Thompson's question — how many crusts in a Naafi loaf of bread? (September) — is, quite simply, none, unless customers ask for them.

Our staff will not, as a rule, use crusts to make sandwiches unless there is a demand. Someone at HMS Warrior obviously likes thick sandwiches.

Should CPO Thompson come across the crusty variety again he should select, or ask for, sandwiches made from standard slices. Our staff will be only too happy to oblige. — Patrick Breen, Manager Public Relations, NAAFI.



No. 435 36th year

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Warfare Jack-of all trades planned

FOR nearly two years the Warfare Branch Development (WBD) Team has been examining a possible amalgamation of the Operations and Weapon Engineering Mechanics (WEM) sub-branches into a new branch.

A DCI has recently been issued (DCI RN 163/90) to augment establishment presentations by the team, to raise the level of debate, and keep people better informed.

In essence, the team has been looking at ways of evolving the Royal Navy towards the wider application of the user-maintainer principle through the creation of an operator-mechanic.

It is felt this would best satisfy the growing need for increased operator technical awareness and manpower efficiency in the newer, more complex but leaner-manned ships; provide more rewarding careers; and solve current structural weaknesses.

A feasibility study of the WBDT's proposals has begun and is expected to take 18

months. Areas to be investigated include the long-term requirement for Senior Rate mechanics, the ability to recruit men and women of the required calibre, and their capacity to cope with the breadth of training.

No decision on whether to proceed with the Warfare Branch has, or will, be taken until all this work is complete, probably towards the end of 1991.

Upheaval

A large, experienced team in MOD and HMS Collingwood is considering the proposals which affect around 16,000 people and would be the largest manpower upheaval since Engineering Branch Development.

High flying Helen

The new Miss HMS Invincible is an enterprising girl — 21-year-old Helen Ruddick, a self-employed model and dancer from Stanley, Co Durham, got herself started three years ago with a Government loan and now she has a string of local beauty titles.

She added another sash and crown to her collection when the carrier called at Sunderland to visit her affiliated city of Durham. Her supporters here are (left to right) Steward Andrew Smith, Writer Tony Langston and PO (R) Roger Dodd.



Hotspots of Hong Kong

TEN officers under training (OUTS) spent an all-action fortnight in Hong Kong getting first hand knowledge of some of the local problems.

One of the highlights was a night on border patrol with the 2nd/2nd King Edward VII's Own Gurkha Rifles. An increase in the numbers of illegal immigrants this year has heightened activity here and they assisted in the arrest of four men trying to cross from China into Hong Kong.

Later two of the young officers were aboard a police launch when it arrested a smuggler's speed boat in Aberdeen Harbour.

Small worries of a wardroom of one

FAIR stood the wind for France when HMS Gleaner, White Ensign fluttering, set sail from Portsmouth. Three days later she reached port — the yachting marina on the Canal St. Martin in the heart of Paris.

The smallest ship in the Royal Navy — just 48 ft. long with a complement of seven — had arrived for her first courtesy call in the French capital.

If the carrier HMS Ark Royal had sailed up the Seine she would undoubtedly have caused more of a stir but the little inshore survey craft's steady progress attracted her fair share of Gallic interest.

"Regardez le petit bateau! C'est les Tommees!" one shapelessly topless sunbather called to her companions stretched out on the Left Bank. They leapt to their feet and waved a welcome.

Les Tommees, lined neatly if sparsely along the ship's sides, struggled to keep straight faces — but the only man who kept his eyes fixed firmly on the river was the Gleaner's commanding officer, Lieut. Andy Brook.

Too low

For despite French assurances to the contrary, the last bridge after Notre Dame was six inches too low. The radar mast had to come down and be re-rigged on the other side.

When he was finally able to relax, he noted that he "must be the only commanding officer in the Royal Navy who can buy his entire crew a drink and still get change out of a tenner."

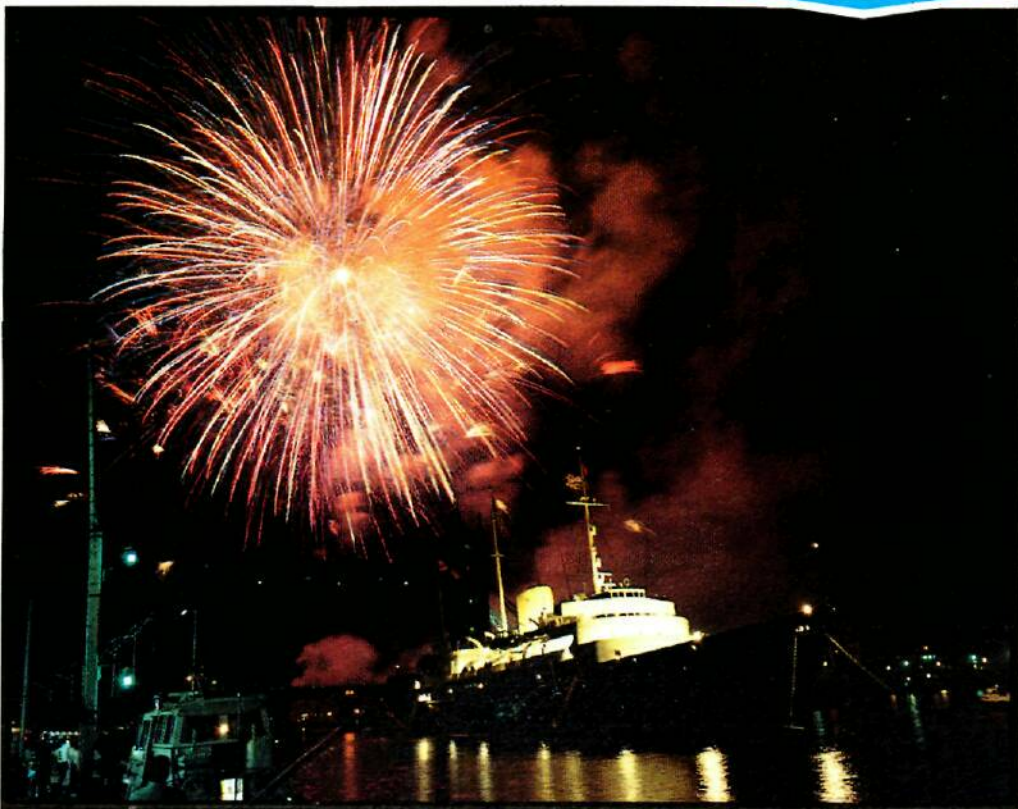
But that evening, in the finest traditions of the Service, Gleaner's wardroom of one was on duty again — hosting a cocktail reception for 35

French dignitaries and staff from the British Embassy. On the towpath ...

Fire over London

A firework spectacular over HMV Britannia and London's Tower Bridge was among the special celebrations to mark the 90th birthday of Queen Elizabeth the Queen Mother.

Later the Royal Yacht sailed for the Isle of Wight, where she was anchored during Cowes Week. Her guardship was HMS Active. Picture: PO (Phot) Ric Burch



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Start time for Trident trainer

TRAINING has started for the men who will be responsible for the Royal Navy's Trident 2 strategic weapons system in the new Vanguard class submarines.

The Trident boats are being built by Vickers Shipbuilding Ltd. at Barrow-in-Furness and the system will be deployed in the new class from the middle of this decade.

The First Sea Lord, Admiral Sir Julian Oswald, officially opened the Trident Training Facility — part of the Royal Naval Strategic Systems School (RNSSS) at the Clyde Submarine Base, Faslane.

Admiral Oswald said it was the first major Trident facility to come on-line and he congratulated all concerned on "getting the show on the road to time, cost and specification".

The facility will be used to train personnel in the operation, support and maintenance of the Trident 2 system, which is being bought from the USA.

Explaining that the RNSSS also incorporated the Royal Naval Polaris School, Admiral Oswald said: "We shouldn't feel that the role of the Polaris School has diminished. It will remain extremely important to us for some years to come."

"The last Polaris patrol is still some way away and these two trainers are of equal importance to the UK deterrent."

The Chief Strategic Systems Executive, Rear-Admiral Ian Pirnie, said the opening of the training facility marked an important milestone in the Trident programme.

The on-shore training concept follows on from the successful system adopted for

Polaris more than 20 years ago, and is an essential element in the preparation for the new entry into service of Trident.

Constraints on space at Faslane, together with administrative logic, dictated that the new facility, which has taken four years to build and equip, should be an extension to the existing Polaris School.

With amalgamation of the two, the opportunity has been taken to re-name the whole building the Royal Naval Strategic Systems School.

Re-named

The Trident facility is organised in a series of laboratories which enables instructors to train crews in a much more spacious environment than that found in a submarine.

Centrepiece of the school is a cluster of four missile tubes which represent part of the missile compartment in the submarines.

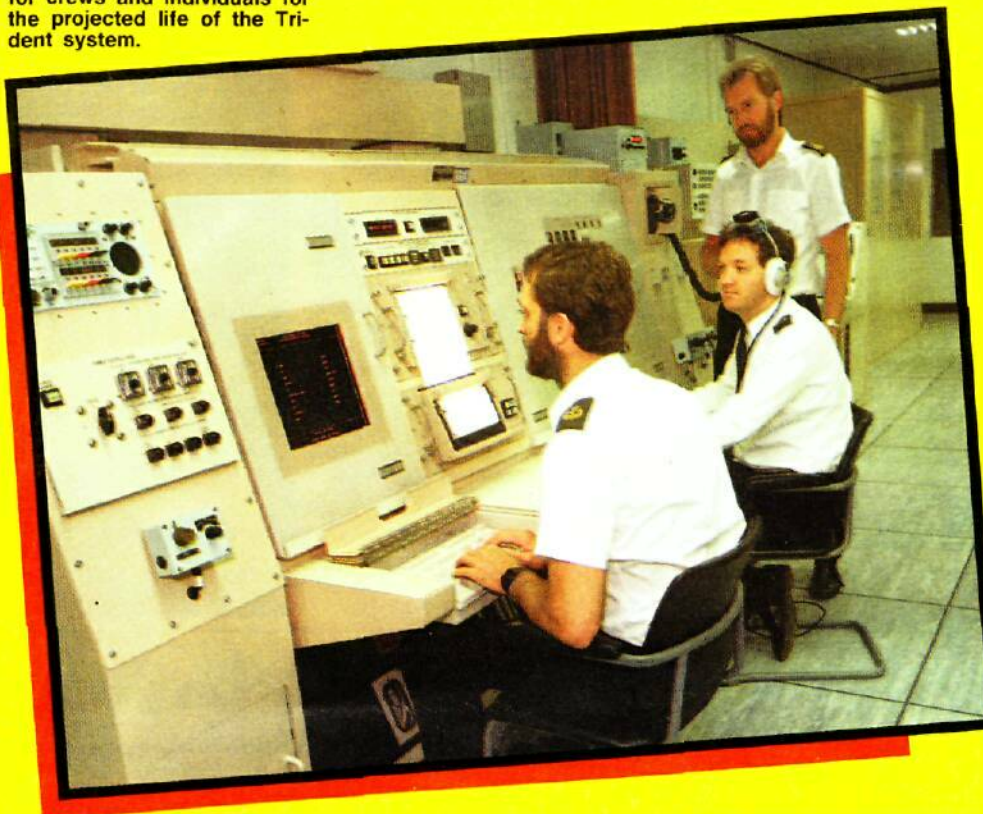
There are also consoles which simulate launch sequences and missile firings and provide training to deal with malfunctions.

Most of the equipment fitted into the training facility was transported from the USA and while installation work was under way RN personnel were attending courses at the US Trident Training Facility at King's Bay, Georgia, to provide a nucleus of instructors.

For Trident and Polaris training the RNSSS has a staff of 20 officers and 100 ratings. These two staffs are in

approximate balance and will remain that way until the start of the Polaris phase-out.

A navigational operational trainer will be added towards the end of 1991, giving the Navy a shore trainer which will meet all design requirements and provide excellent training for crews and individuals for the projected life of the Trident system.

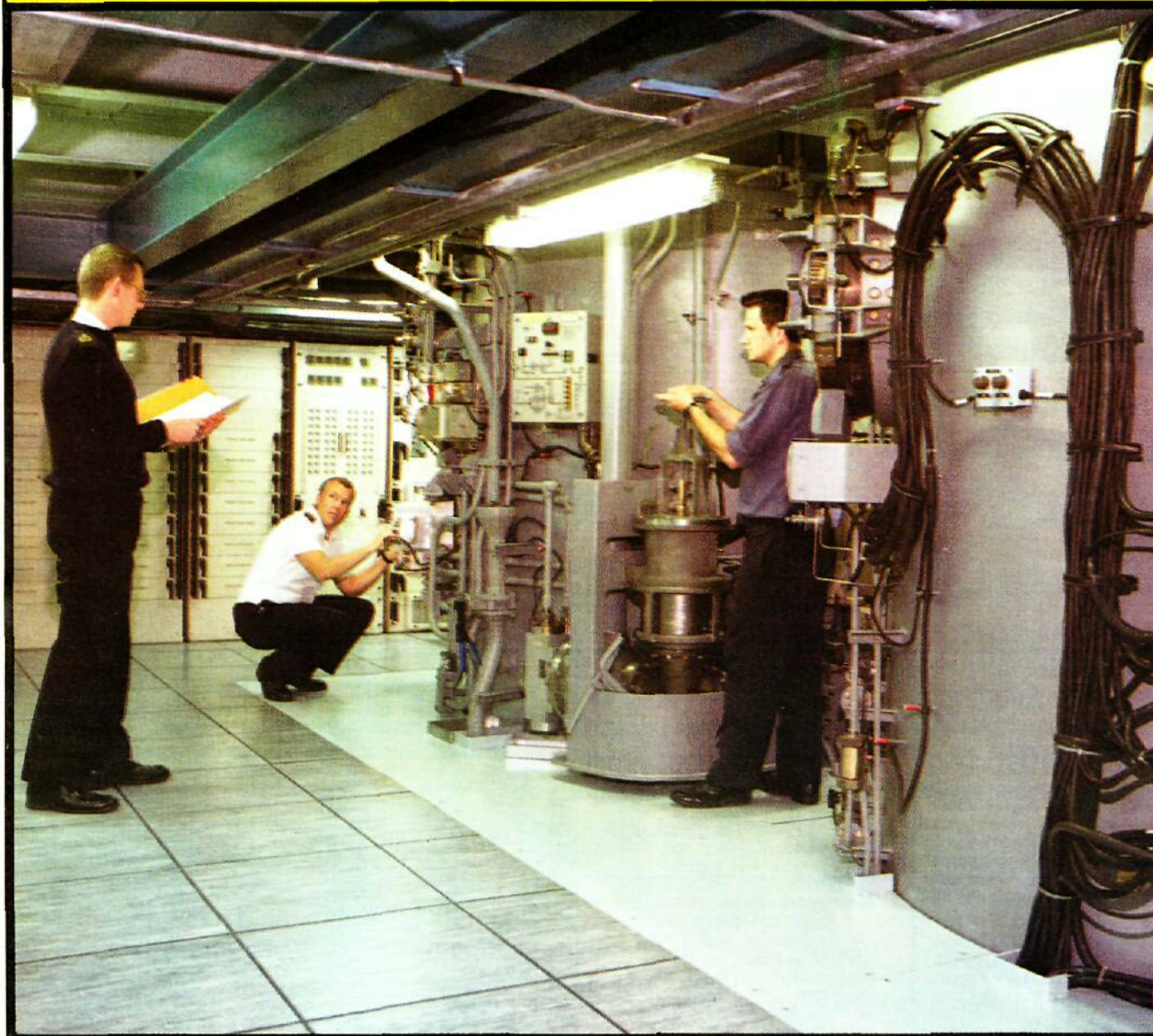



● Above — rising above a sprawl of mobile offices, the newly-titled Royal Naval Strategic Systems School at Faslane on the Clyde incorporates the new Trident Training Facility.

● Left — Instructors CCWEA Graham Baines, CPOWEA Paul Nedley and CPOWEA Ken Hunter carry out a test sequence in the Missile Control Centre Laboratory.

● Below — Closed up at action stations in the trainer's Missile Compartment and Optical Alignment Group Laboratory are (left to right) CPOWEA John Holt, CXDWEA Gus Lewis and WEM(O) Martin Duffy. The missile firing sequence is automatic — but personnel are always on hand to manually operate valves and relays in the event of a malfunction.

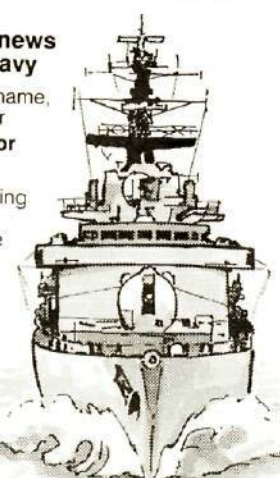
Pictures — HMS Neptune Photographic Section.




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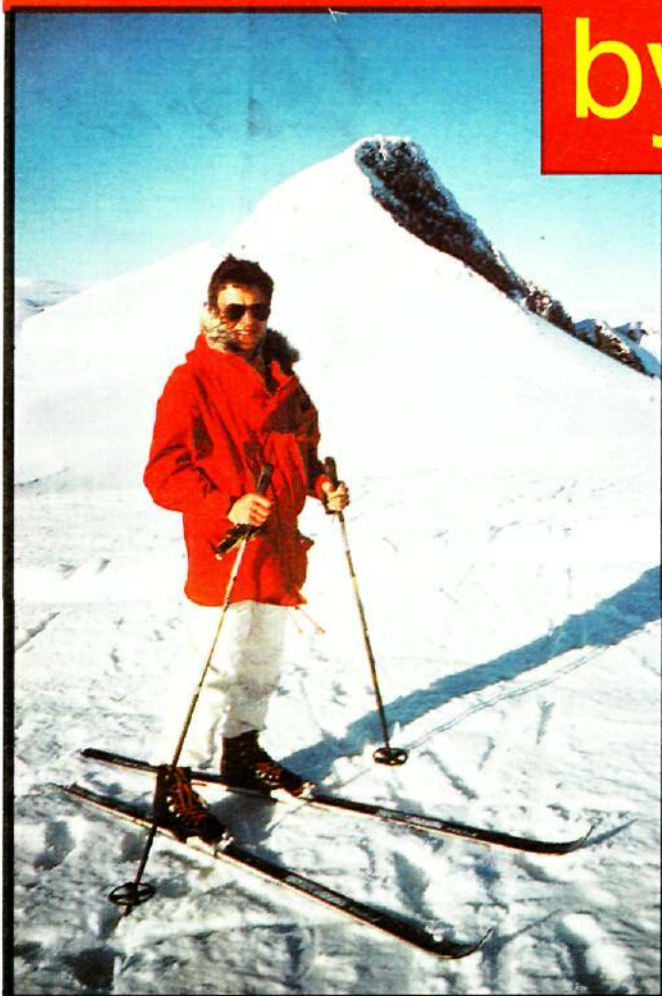
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Glacier crossing by dog



Lieut. Chris Allen on the Jostedalbreen ice cap — not your average winter sports destination.

HAVE huskies will travel. Lieut. Chris Allen couldn't resist the challenge of a ski and dog tour across the Jostedalbreen, Europe's largest ice cap.

The invitation came through his father, Keith, an engineer in the off-shore oil industry and experienced "snowman", who has worked in Antarctica and even has a mountain named after himself in Graham Land.

Some 60 to 70 km. long and situated north-east of Bergen, the Jostedalbreen has been crossed many times in recent years, but few husky-assisted expeditions have been attempted. And none before by Englishmen!

Chris's place on the team — which also included his father, two Norwegians, Oistein Engen and Gunnar Schau, who were to drive the dogs, and their guide, Arve Tvedt — depended on his learning Nordic skiing.

This he accomplished between bouts of watchkeeping in the recently decommissioned nuclear submarine, HMS Conqueror.

The crossing was achieved in five days. The terrain included ascents up to 2,083m., crevasse to straddle and a descent so steep that chains had to be wound round the sledge-runners to prevent them overtaking and injuring the dogs.



ACCLIMATISING TO CHILE CONDITIONS

TWO Royal Navy mountaineers joined Army climbers in an expedition to Bolivia and Chile to carry out altitude acclimatisation research and to climb and trek at high altitude.

The expedition doctor, Surgeon Lieut. Mark Stoneham (right), from the Commando Training Centre Royal Marines, and Charge Chief WEA Roly Lock, of the Second Submarine Squadron, HMS Drake, are pictured on the summit of Mount Chacaltaya (17,000ft.).

Their ensign was donated by HMS Sovereign, of the

Second Submarine Squadron.

Unseasonably deep snow was encountered on all climbs, and other places visited included Lake Titicaca (12,500ft.), the highest navigable lake in the world.

The expedition was led by Major Chris Brightman RAOC, of South West District.

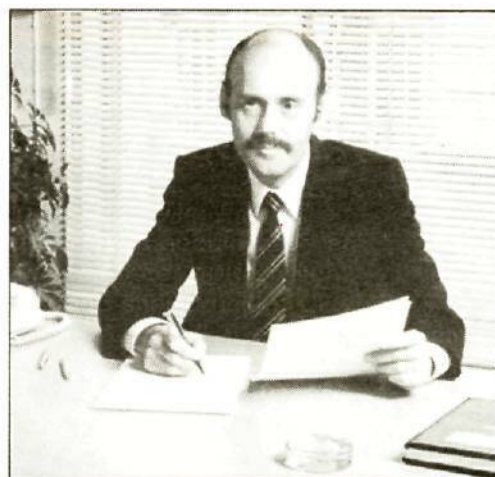
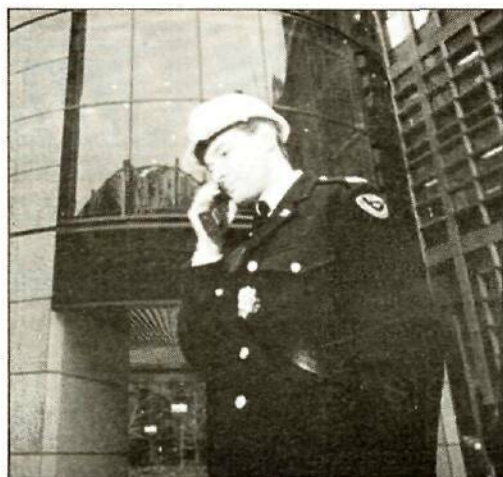
Golden reunion

A LITTLE matter of half a century was not enough to dampen the friendship between Mr. Jack Martin and Mr. Albert Athay. The pair joined the Royal Navy in Devonport and were transferred to Scotland, but then lost touch.

Now, thanks to a mutual friend, Mr. Jim Blackborow (also ex-RN), the two have been reunited. Having discovered they both live in the same town — Newport — they've resolved not to let the friendship lapse again.

The reunion took place 50 years to the day after they joined the Navy and just two days after Mr. Martin's golden wedding anniversary!

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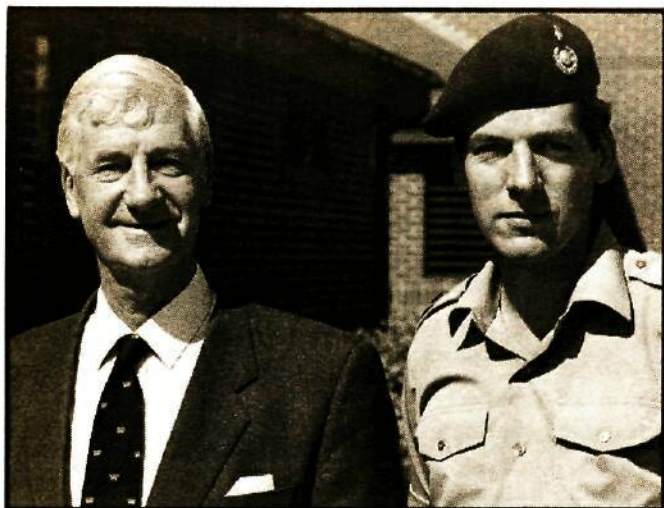
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People in the News



Major joins his dad serving on Board

MAJOR Peter Reynolds RM knew just what to expect when he joined the Admiralty Interview Board as its Royal Marines representative...

After all, his father, Len, has for the past 27 years served two week-long stints on the Board annually.

Mr Reynolds Snr. was awarded the DSC for his service in Coastal Forces during the Second World War and has given an account of the times in Gunboat 658, his autobiography.

A former grammar school head, he has served as Deputy Lieutenant of Berkshire and done much work for the Scout movement. A Justice of the Peace, he is currently researching the history of the Allied Coastal Forces in the Second World War.

Father and son are pictured outside the AIB at HMS Sultan.

Picture: LWren(Phot) Sally A. Stone.

RNR CAPTAIN IS LORD LIEUTENANT

CAPT. Norman Lloyd-Edwards, former CO of HMS Cambria and ADC to the Queen in 1984, has been appointed Lord Lieutenant of South Glamorgan.

He joined the Reserve after National Service with the Royal Navy. His lifetime of public work has also included 22 years on Cardiff City Council plus office as its Lord Mayor. He continues to practise as a solicitor in the city.

GAME OAP

SEVENTY-six-year-old Muriel Hammond fulfilled a long-held ambition when she experienced a dive in the alongside training submarine, HMS Orpheus, at HMS Dolphin.

Well known as a daredevil in her home town of Ashby de la Zouch, Muriel carries out many of her exploits to raise funds for her local hospital's cardiac care appeal.

The big day!

MOTHER-of-the-bride Mrs Margaret Bull made absolutely sure her daughter Lucricia's wedding to LWEM Brian Brooke, of HMS Campbelltown, would create a sensation.

No fewer than 23 bridesmaids, four page boys, 350 guests and a guard of honour formed by Wallsend Sea Cadets — the bridegroom's former unit — ensured it was the wedding of the year on Tyneside.



OFF THE BUSES

HAVING served in HMS Cornwall for seven months, RO(1)(T) Dennis Herraghty RNR, a bus conductor in civvy street, decided he wanted to be a regular...

His unusual transfer took place north of the Arctic Circle while the Type 22 frigate was deployed with STANAVFORLANT. He is pictured with MAA Chris Mansfield (left) and Capt. Richard Phillips, the commanding officer, having the RNR insignia snipped off his uniform.

Dennis, who had spent four-and-a-half years with Glasgow's RNR unit, HMS Graham, will undergo assessment at SMOPS Mercury before returning to the Cornwall and continuing as an RO(1)(T)(RN).

Fleece maintenance unit



Above: Cdr. Ellis (left) makes the acquaintance of Loftus ram, while Lieuts. Martin Smith and Ned Kelly try not to look sheepish.

"THAT'S a Leicester Longwool!" exclaimed Cdr. John Ellis, outgoing commanding officer of HMS Courageous, when the boat's officers stepped back to reveal Loftus Homebound Courageous Ram, their surprise leaving gift.

Completely overwhelmed by the generosity of his wardroom, Cdr. Ellis wrote to his aptly named First Lieutenant, Lieut. Cdr. Tim Lamb, "What a grand gesture. I was completely unaware of the whole thing."

And while Cdr. Ellis has taken up his new appointment as Commander of the Submarine Tactics and Weapons Group, Loftus is indulging in his new duties with gusto. He's charged with increasing the flock at the Ellis family farm in North Wales.

Sandy shines

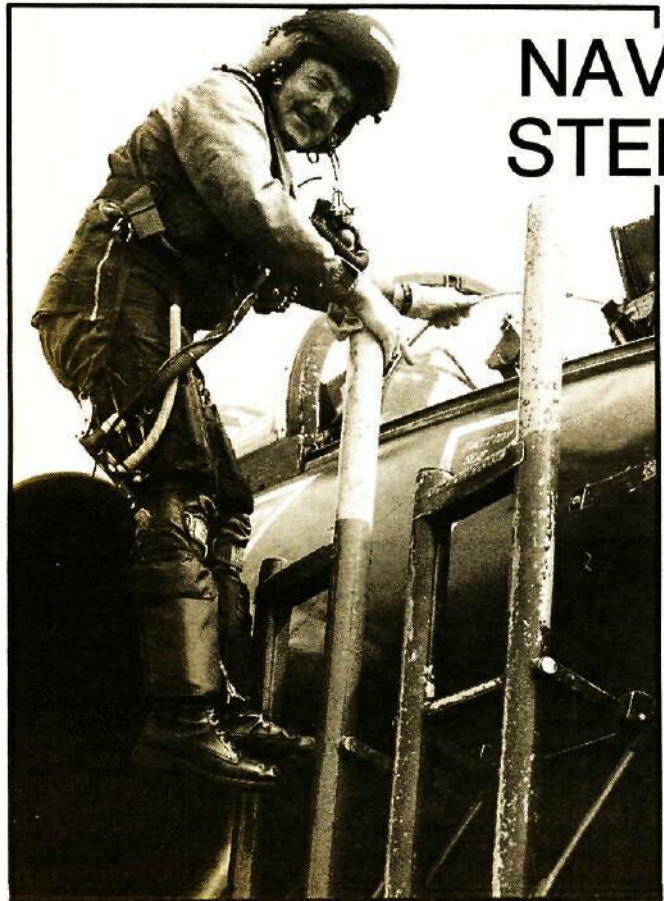


GIVING her ex-RN dad — town crier and town sergeant Frederick Gale — something to shout about, Third Officer Sandy Gale passed out from Britannia Royal Naval College with a string of awards.

Sandy took the Mary Talbot Prize for the all-round top cadet, the Doris Graham Memorial Prize for character and leadership, and the Herbert Lott Award for professionalism.

Not content with shining at work, Sandy is also a force to be reckoned with on the sports field, where she specialises in athletics and skiing. She received Royal Navy colours for her record breaking performance in the 1,500m and has also been awarded Combined Service colours.

NAVAL FLIER STEPS DOWN



CLIMBING out of a 12 Squadron Buccaneer after his final flight is Lieut.-Cdr. Steve Park, the Royal Navy's last representative at RAF Lossiemouth.

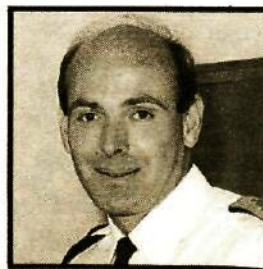
He arrived there in 1964, when the establishment was an RN air station, and trained as an observer in the Navy's original Buccaneers. Sea appointments in the carriers Eagle, Hermes and Ark Royal followed.

Liaison

Lieut.-Cdr. Park returned to RAF Lossiemouth in 1986 as RN Liaison Officer, renewing his acquaintance with Buccaneers. On his last flight prior to retirement, his pilot (fittingly) was Sqn.-Ldr. Rick Phillips, who carried out an exchange tour with the RN and was the last pilot to be steam-launched from a British carrier.

Although he is retiring from active service, Lieut.-Cdr. Park is not severing connections with Lossiemouth completely. He will put his experience to good use as a civilian instructor on the Buccaneer simulator.

Right on target!



POAEM(M) David Treweek hit on a brainwave and earned himself a cool £4,500.

His modification to the tail flotation system of the Chukar target used by the Fleet Target Group is not only safer, but also improves its turn-around by cutting workshop time. It has now been applied to all RN Chukar targets.

The Committee on Awards to Inventors decided the benefits to the Crown merited the £4,500 payout to Dave, who is based in the hydraulic workshops at HMS Osprey.

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COUNSELLING COURSE

- It is intended that a second Basic Counselling Course for Service Wives will be held in SSAFA Central Office, 19 Queen Elizabeth Street, London, SE1 2LP (Tel: 071 403-8783) over the period 3rd-6th December 1990.
- The course will assemble during the evening of Sunday 2nd December and disperse after lunch on Thursday 6th December. Accommodation will be available in London for students at no cost.
- Applicants for this course must fit the following criteria:
 - Be working as a volunteer within a recognised group providing support for families.
 - Be involved specifically in counselling tasks, and able to provide evidence of this.
 - Be working to a recognised supervisor or support group.
- This course would be particularly suitable for wives working with Irregular Occupant Support Groups (ENABLE), or those doing Marital or Bereavement work as part of a recognised support system.
- Applicants are asked to provide a reference from a sponsoring authority, giving the following information:
 - Details of the group for which the applicant is working as a volunteer.
 - The nature of the Counselling duties involved.
 - The name and appointment of the Supervisor or Support Group member who has responsibility for the volunteer's work.
- Further details and an application form can be obtained from Eileen David, In Service Training Officer, at the above address.



Sisters at sea

TYPE 42 destroyer sister ships meet. HMS Newcastle (D-87) is pictured handing over the role of West Indies Guardship to HMS Birmingham (D-86). The picture was taken by LA(Phot) Bob Moir from Newcastle's Lynx helicopter.

'REV-ING' UP!

A "chopper", in custom-bike talk, means a motor scooter minus its side panels.

The Rev. Mike Brotherton, RC Chaplain at HMS Nelson, has one — a stripped-down Innocenti Lambretta SC2000 painted iridescent green with Captain Pugwash emblazoned over the fuel tank.

"The Captain's Revenge" cuts quite a dash with the Royal Navy Scooter Club which he formed early this year as a counter to the Motor Cycle Club at HMS Sultan.

There is no question of the old Mod v Rocker rivalry, says the Mad Bish — "but we scooterists do regard ourselves as something different. Word is getting around the Fleet and we're aiming at 50 members this year."

When he went to the Margate rally this summer the police stopped him and took his name and number — "they nearly had a heart attack when they discovered I was a vicar" — but

he found the old resentments of the 1960s had practically evaporated.

"Almost everyone I spoke to was pleased to see us — certainly the landlords of the pubs were. All you see at these rallies are young people proud to own a scooter which they care for — and the local people of Margate were good news and made our week-end."

FALKLANDS YOMP

SIX young Royal Marines officers yomped 90 miles across East Falkland during a visit to the South Atlantic.

Serving at the Officers Training Wing, Commando Training Centre, Devon, they volunteered for the foot slogging feat as part of their training ... and they followed the precise route taken by 45 Commando during the 1982 Falklands war.

The yompers were Second Lieutenants Rob McGowan, Tim Blakewell, Matt Dunn, Mike Geldard, Andy Mann and Mike Bestwick.

The march from Port San Carlos to Stanley via Douglas Settlement, Teal Inlet and Two Sisters, took them six days.

Funds needed for welfare society

THE Ex-Services Mental Welfare Society, now more than 70 years old, is facing a big increase in its work load.

Help offered by the society may be a home or a holiday, therapeutic or respite care, assistance in claims or with statutory authorities — or sometimes a cup of tea and two hours chat to help smooth away imaginary fears and show that someone cares.

The society has two treatment centres — Tyrwhitt House, Leatherhead, Surrey (which has 21 beds) and Hollybush House, By Ayr, Ayrshire (which has 25 beds). There is also a veterans' home — Kings-

wood Grange, Lower Kingswood, Surrey, which has 30 beds, but is being extended to 46.

With its Head Office in Wimbledon and a regional welfare officer network, the society receives central and local government assistance for some of its clients, but requires over £1 million of voluntary income in the next year to meet all its commitments, in addition to its special appeal for the Kingswood Grange extension.

In peak condition

THREE climbers are attempting to break the world record for climbing and descending the Three Peaks — Ben Nevis, Scafell Pike and Mount Snowdon.

At the same time they will be raising money for the Trevor Jones Trust, an organisation dedicated to improving the lives of men, women and children who have suffered spinal injuries in the pursuit of sporting activities.

Trevor Jones was a Royal Navy helicopter pilot and an outstanding all-round sportsman who was paralysed from the shoulders down in a skiing accident in Austria.

LEADING SEAMAN (R) ALAN THOMPSON. RADAR XPERT.

THE ROYAL NAVY relies on the expertise of highly-trained people like Alan Thompson.

In his early twenties, Alan is already one of the RN's radar experts.

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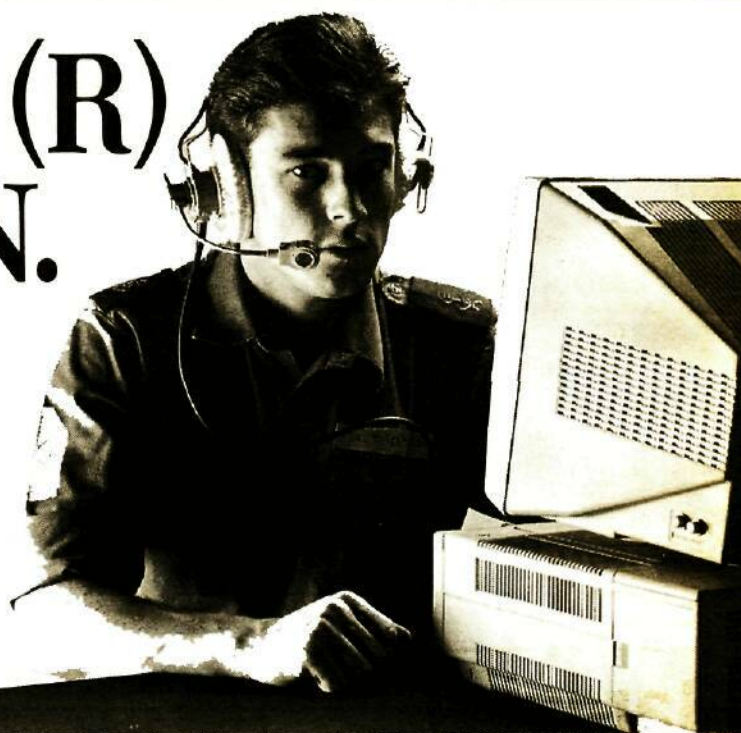
Because he's saving for a home, Alan's joined the RN's 'Save While You Serve Scheme.' Alan knows this scheme gives him the full advantages of a Halifax savings account, and the guarantee of a mortgage when the time comes.

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Sporting success

AMID glorious sunshine and soaring temperature HMS Centurion's annual children's sports day was hailed a great success with some 400 parents and children attending, including a contingent from St Francis Special School with which the establishment maintains a close relationship.

Leading the festivities was Commodore Brian Goodson who "volunteered" to spend part of the afternoon in the "Soak-a-Sailor" booth.

A full afternoon of novelty races culminated in the children beating the mums and dads in a Tug-o-War, which saw just a hint of cheating from the PT staff.

Don't make waves on return home!

MORE than most, naval families are aware of the sorrows of parting and the joys of reunion. And the experienced ones know that getting together after dad has been away for months on end can, along with the pleasures, set potential pitfalls which call for some careful footwork.

A chaplain on exchange from the US Navy recently offered words of advice to the ship's company of an RN warship returning to the UK after long absence. He said it was guidance given to US ships, and thought it might be useful here.

"If the relationship is strong to start, it will help," he said. And he had words of advice on holidays. "Get someone to stay with the kids and go on a second honeymoon. After all, you're starting marriage all over again."

Perhaps one or two people would rapidly point out that such an ideal might not exactly be a practical proposition every time...

However, his advice was generalised and so, doubtless, not universally applicable. But this is the gist of some of the straight-from-the-shoulder thoughts he offered to the sailors:

● Expect your wife to be different.

- Your wife may find your bachelor ways hard to take.
 - Expect her to get mad if you plunge right into your father role.
 - She will be apprehensive about the year's spending.
 - She will want to keep on managing the family money.
 - Hands off any nest egg she may have saved.
 - Expect her to want some romantic, pampered treatment.
 - Expect anger and resentment if she's lived in miserable conditions, such as with relatives she dislikes.
- From some of which it looks as if it isn't just the language that we and the Americans have in common!

MOD issues advice on recent cot death report

A RECENT article in the national Press linking cot deaths with foam cot mattresses and their PVC covering may have created anxiety among families, including Service people.

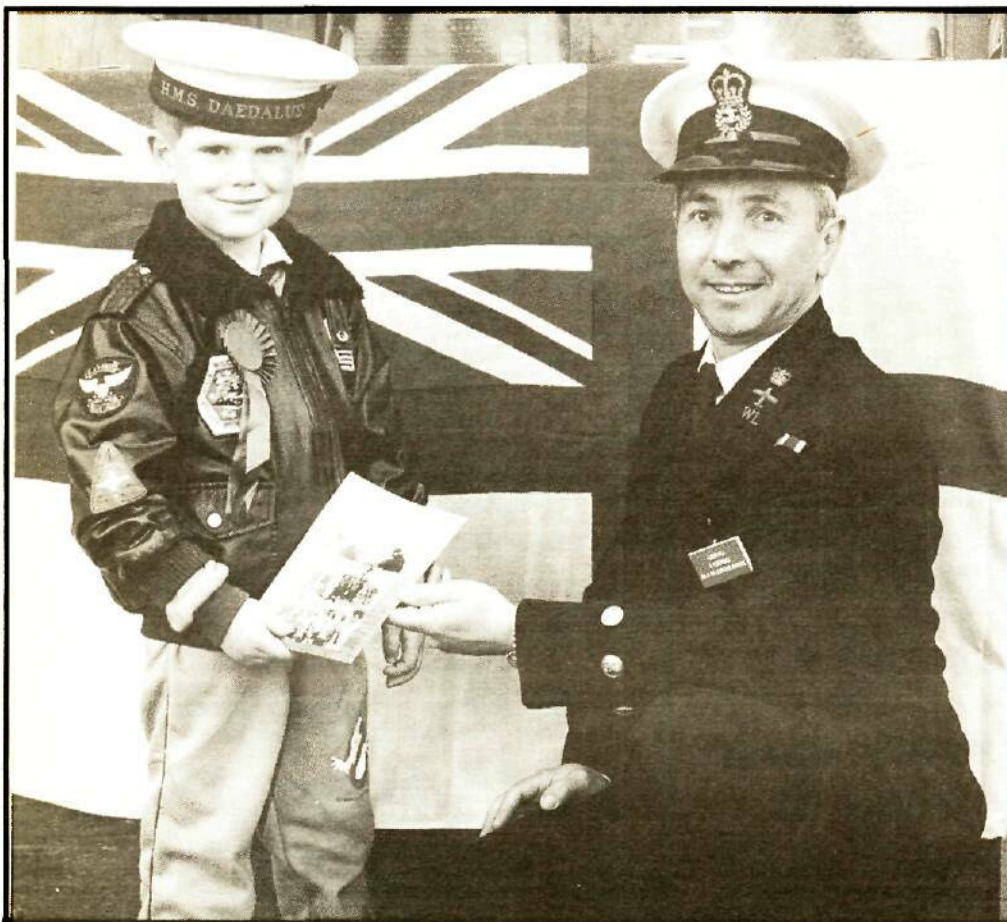
The Crown Suppliers (TCS) were asked to investigate and advise MOD, and during their investigations consulted the British Plastics Federation, the Foundation for Study of Infants' Deaths, Government chemists and the manufacturing industry.

MOD also consulted the Department of the Assistant Surgeon General (Environmental Medicine and Research), which was conducting its own research.

The Government chemists, who are undertaking research on behalf of the Department of Trade and Industry Consumer Safety Unit, are still investigating into this matter.

But their results so far, and the conclusion of the other agencies consulted, indicate there is no evidence to connect Sudden Infant Death Syndrome with PVC-covered cot mattresses, says a statement issued on behalf of MOD.

Advice from all agencies was that there is no cause for alarm and that parents are advised to wipe PVC cot mattresses once a week with a fresh diluted solution of disinfectant, such as Dettol or Savlon.



NAVAL CAREER FOR ALEXANDER!

WHEN Alexander Heath, (4), of Lee-on-Solent, visited the Fleet Air Arm Field Gun Crew's public runs at HMS Daedalus he almost ended up signing on to serve in the Royal Navy.

While he viewed the careers information display Southampton careers advisor, CAEM(WL)

Jim O'Donnell, above, lined him up as his next recruit and gave him a cap to try on for size.

Alexander looks set for a future career in the Navy for, according to mum Virginia, he's already expressed a wish to emulate dad, CPOMEA(L) Steve Heath, who is currently serving in the Type 22 destroyer HMS Bristol.

Bargain breaks

THE Union Jack Club is offering short winter break packages in London to allow seeing a show, Christmas shopping, the January sales — or just getting away from the kitchen.

There are family suites, double and single rooms, and the offer covers stays of two nights (one of them a Saturday) between December 1-February 28, except the Christmas period.

At Christmas there is a special offer covering five nights, which includes Christmas dinner and buffet supper.

Full details of either package can be obtained from the Union Jack Club, Sandell Street, Waterloo, London, SE1 8UJ (Tel. 071-928-4814).

Poll tax review

CONFIRMATION of how the recently-announced community charge concessions should affect Service personnel who own their own houses but live in quarters in another area came in a Commons statement, which also referred to financial assistance already available to those wishing to let their houses.

The Minister of State for the Armed Forces (Mr. Archie Hamilton) said one of the new measures arising from the review of the community charge was the prescribing of a maximum standard charge multiplier of one for property which was empty because the owner had to live elsewhere as a condition of employment.

Option hope

This would apply from next April and should benefit Service home owners whose homes were empty because they were "following the flag" and living at their unit. "It will remain open to local authorities to set a multiplier lower than one and

I hope that this option will continue to be exercised in future."

The minister went on, "Under existing legislation, letting out such a property on a lease of six months or more normally transfers the community charge liability to the tenants. We already give financial assistance to personnel who wish to let their property when they are serving elsewhere, and will pay the costs of drawing up the tenancy agreement and inventory, and of recovering possession, should that unfortunately prove necessary."

"Many of the other costs associated with letting, such as advertising or agents' fees, may additionally be offset against tax."

Cash donation from Sultan wives

AFTER a busy and successful year raising money for charity, HMS Sultan Wives Club has presented more than £1,500 in gifts and cash to a number of local deserving causes.

The club, led by Mrs. Judy Bradley and Mrs. Judy Unwin, selected two main charities at the beginning of the year. Events have included a highly successful fashion show, a car boot sale, a cake stall at the Sultan summer show, and a barbecue.

A strawberry tea provided the opportunity to make the presentations, with a cheque going to the Patricia Massey Breast Screening Unit and a video recorder to RN Hospital Haslar for the Eye Department. This will be used to help explain treatments to young patients.

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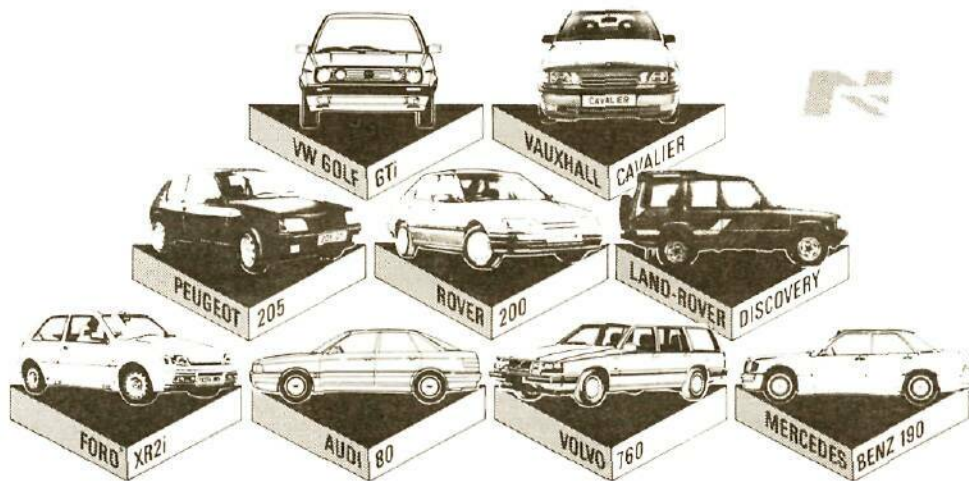
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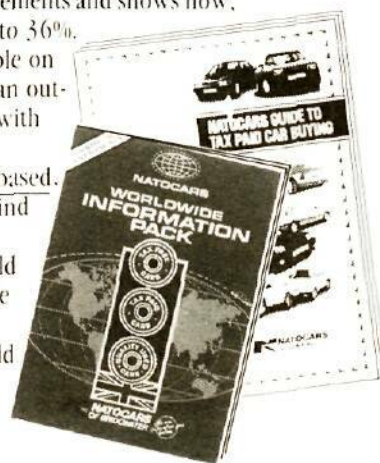
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NN/ENT/39

Get Wise on DCIs



"But what do they offer for 'Hot and Sticky'?"

Home and Dry cover-all

THE Home and Dry insurance scheme, approved by MOD(Navy), which was originally set up to meet the many differing circumstances of naval personnel whether ashore in their own home or quarter, on board ship or while on shore leave abroad, has been updated and improved.

The updated policy covers personal house contents and effects and, for those in married quarters, the Navy-owned contents, fixtures and fittings. Free insurance cover up to £1 million will be provided for the policy holder and members residing with him to meet their liability at law in respect of occupiers' personal and employers' liability.

The further details provided include the various rates of premium for different cover.

DCI(RN) 182/90

Divers must keep fit

DIVING is a sport which may require an individual to rely on the capacity of a colleague to assist in moments of danger. So it is important that all divers, even those engaging in recreation, achieve a relatively demanding level of physical and medical fitness.

The medical standards which apply to Service personnel who participate in recreational diving are fully detailed.

DCI(JS) 94/90

Dish rules in MQs

MOD policy permits Service personnel and entitled civilians living in MOD accommodation to receive satellite or cable TV broadcasts if they wish.

A new detailed instruction now extends and supersedes the announcement of August 1989. Included are the rules concerning satellite dishes on married quarters.

It also mentions that addi-

tional advice should always be sought from the Defence Lands Agent when attachments to a Listed Building are proposed.

DCI(Gen) 143/90

MOICs 'in command'

THE Admiralty Board has approved the appointment "in command" of the medical officers in charge of RN Hospitals Haslar and Plymouth.

In future, these officers will exercise the powers

of summary jurisdiction in respect of personnel serving in or undergoing in-patient treatment at the Haslar or Plymouth hospitals in the same way as it is exercised in any other major naval establishment.

DCI(RN) 217/90

Jane's due

AN AWARD for salvage services to my Margaret Jane on April 12-13 1987 is ready for distribution. The value of each share is £7.88.

Announcement dated August 3, 1990.

SHOCK TROOPS RUSH TO BEAT THE BLUES

A SMALL psychological team, known as SPRINT, is being set up to provide support for members of the Royal Navy and Royal Marines and their dependants in the aftermath of military or civil disasters.

The Medical Director General (Naval) has approved the establishment of the team – full name is Special Psychological Rapid Intervention Team – which will be based at RN Hospital Haslar.

A feature of most disasters is that some personnel and, where affected, their dependants, suffer shock, fatigue or delayed reactions which may persist for many years.

Early support by specialist agencies to those affected has been shown to be useful by accelerating the process of return to full duty or activity and by minimising the potential long-term effects. The SPRINT concept, which is in line with civilian practice, will be able to provide immediate support for those in need.

The team comprises a medical officer, two psychiatric nurses and an administrator. Should the need arise, more than one team may be deployed or the team augmented by local help, including chaplains. All advice and assistance provided will be treated in confidence.

DCI(RN) 175/90

Sea Daddy plan is set to mature

THE Sea Daddy Scheme, introduced five years ago and aimed to make officer recruiting more personal, is regarded as being reasonably successful and is now to be expanded.

The scheme started with a limited number of schools. Now it is planned to include any school or university/polytechnic which has an old boy/graduate of

Bundle from the stork

AS a result of the 1990 Social Security Act, the 1986 Act which excluded members of the Armed Forces from receiving statutory maternity pay is being amended.

Servicewomen expecting a baby on or after October 21 this year will become eligible for SMP. Women whose babies are due before this date will continue to be dealt with under the present arrangement, their entitlement being to maternity allowance.

DCI(JS) 80/90

Wintertime adventure

VENUES of the 1990-91 winter courses run under the Joint Service Adventurous Training Scheme are in the UK and on the continent. The full list and application details are given.

DCI(JS) 75/90

One for the youngsters

THE White Ensign Association Javy History Prize competition for 1991 is open to all serving naval, WRNS and RM officers below the rank of lieutenant by next July, not to those who have got their two wings up by that date as we incorrectly stated last month.

DCI(RN) 144/90

appropriate seniority in the Royal Navy.

Under the scheme, experienced officers have kept in touch with potential officer candidates from their own school and if possible of their own branches. The Sea Daddy writes at regular intervals and arranges visits to his ship or establishment. If he is in an inappropriate appointment, such as MOD London, "he should arrange for his Sea Son to visit with a colleague in a more suitable naval environment."

Volunteers will be called for, and the scheme will apply to any commander, lieutenant-commander or lieutenant with over four years seniority.

The announcement says that officer recruiting for 1989-90 was shown to be in a reasonably healthy state. It was the continuing aim of Director of Naval Recruiting to attract and nurture high quality candidates.

DCI(RN) 183/90

THE importance of visits to HM ships by potential officer candidates and recruits, and of visits by junior officers, artificer apprentices, junior ratings and Royal Marines to schools, colleges and universities, is stressed in an announcement on recruiting.

DCI(RN) 200/90



"Please sir — the girls would rather meet a sugar daddy."



Get Wise on DCIs



Refit staffs in 'start to finish' role

MUCH has been learned on how to improve the arrangements for managing ship refit contracts since commercial management was introduced at Devonport and Rosyth dockyards.

Directorate General Ship Refitting says the time is now appropriate to take advantage of this experience and to re-organise the structure of its project management areas by introducing the project contract manager concept.

These managers will be responsible for complete refit/repair projects from start to finish, commencing in Bath with the planning phase and moving to the waterfront for the actual refit/repair.

Where large numbers of dif-

ferent projects are in planning and in hand at any one time, the project contract manager, who will be based at the waterfront, will be assisted by a class manager, based in Bath. In addition to this supporting role, the class manager will undertake the long-term planning tasks covering the entire range of vessels within a particular type.

Details are also given of a series of other organisational changes.

DCI(Gen) 141/90

Chart depot course correction

THE chart depots at HM Naval Bases Devonport, Portsmouth and Rosyth are to become chart maintenance units, undertaking the servicing of selected surface vessels' charts outfits rather than the general supply of charts and nautical publications.

The change in the status will be gradual but from September this year the chart depots are no longer able to make over-the-counter issues except for urgent, operational reasons. All routine office requirements for charts and nautical publications should now be demanded on appropriate forms from the Ships Section of the Hydrographic Office at Taunton.

DCI(Gen) announcement dated Aug. 24 1990

Benefits up

A COST of living review for N-Trust (the Naval Dependents Income and Assurance Trust) increases benefits and contributions.

On both Basis 55 and 60 the

initial monthly benefit (face value of unit) rises from £167.98 to £183.84. For Basis 55 the gross monthly contribution rises from £4.94 to £5.40 and for Basis 66 from £7.73 to £8.46.

There are special initial payments where new members wish to have immediate cover.

DCI(RN) 218/90

Essay list

DETAILS are given of subjects and prizes for the 1991 Bertrand Stewart prize essay competition, which is open to Service members.

DCI(JS) 69/90

Guinea pigs get paid

SERVICEMEN and women volunteers are needed to take part in medical studies and tests of chemical defence equipment at the Chemical Defence Establishment, Porton. Volunteers could earn additional pay up to £200 (less tax), or in special cases more, for a three-week study and proportionately less for shorter studies.

DCI(JS) 64/90

NEARLY £ 1/2m GOES UP IN SMOKE

THE number of reported fires in HM ships and shore establishments in 1989-90 was 266, with a loss to Navy Department property estimated at £478,378. The figures do not include a number of unreported and commercial fires and false alarms.

The monetary loss (excluding damage to private property of £5,139) comprised £76,814 in HM

ships and £401,564 in shore establishments.

During the previous year the number of fires was 286 and monetary loss £121,704.

In 1989-90 five major fires accounted for more than 80 per cent of the total monetary loss. There were three fatalities and four minor casualties.

Main causes of fire were recorded as of electrical origin and oil fuel/POL ignition.

DCI(RN) 214/90

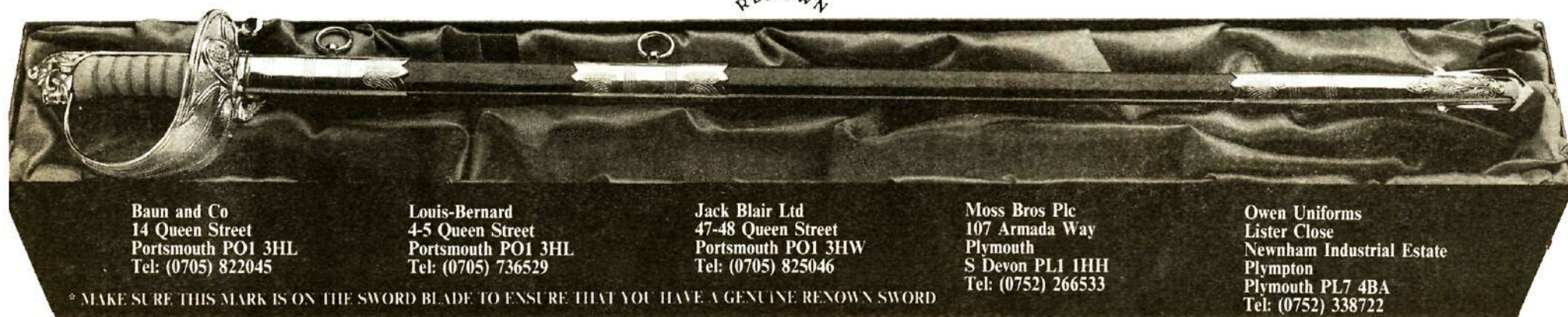
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NEWSVIEW

How to play it cool in a hot spot

AS WORLD attention continues to focus on the Gulf, any prominence given to Royal Navy activity in the massive media coverage is eagerly devoured by the naval community back home.

Inevitably there is concern for the future. At the same time the Navy can point to a record of years of faithful Armilla patrol which has provided vast experience of the work in which they are still engaged.

Another natural concern is that of the men themselves — engaged on routine work but at high alertness — who are anxious that the picture gained by the families back home is not a false one. Area tensions may be heightened but, as one PO realistically put it, monotonous routine it might be but he was happy to settle for that!

Many sailors have now completed several tours in the Gulf and increased Armilla strength obviously does nothing to diminish the likelihood. For instance some men will soon be heading back there after just a few months at home, with the prospect of their ship spending 12 months out of 14 as an Armilla ship.

It provides evidence, if it were needed, of pressures on men and ships, especially when a crisis swiftly erupts.

History in making

Meanwhile, history will be made this month when the first contingent of WRNS members joins a Royal Navy frigate as ship's company members. Numbers at the start are comparatively small — five ships have been named as due to take Wrens in the next few months — but the results should begin to help matters on the manning (or should it be womanning?) front.

While it is no secret that many wives cast a doubting eye on the scheme, they surely will welcome any prospect that it will reduce separation — which has long since featured as one of the main reasons for early departure from the Service.

Other factors on that list are being kept firmly in mind. In particular at the moment there is a close evaluation of the effects of the Review of Allowances which had such a mixed reaction when first announced and whose ramifications have been of concern to many. The outcome will be awaited with much interest.

They flew with the Few

THE Royal Navy's participation in the Battle of Britain commemorative flypast over London last month recalls the fact — perhaps not widely known — that 56 RN and Royal Marines pilots took part in that epic battle of 50 years ago.

They accounted for 28 enemy aircraft in what was the most famous example of an air defence operation.

Nine of the 24 Fleet Air Arm pilots who flew in RAF squadrons were killed and two naval squadrons, 804 and 808, took a direct part in the air defence of the United Kingdom.

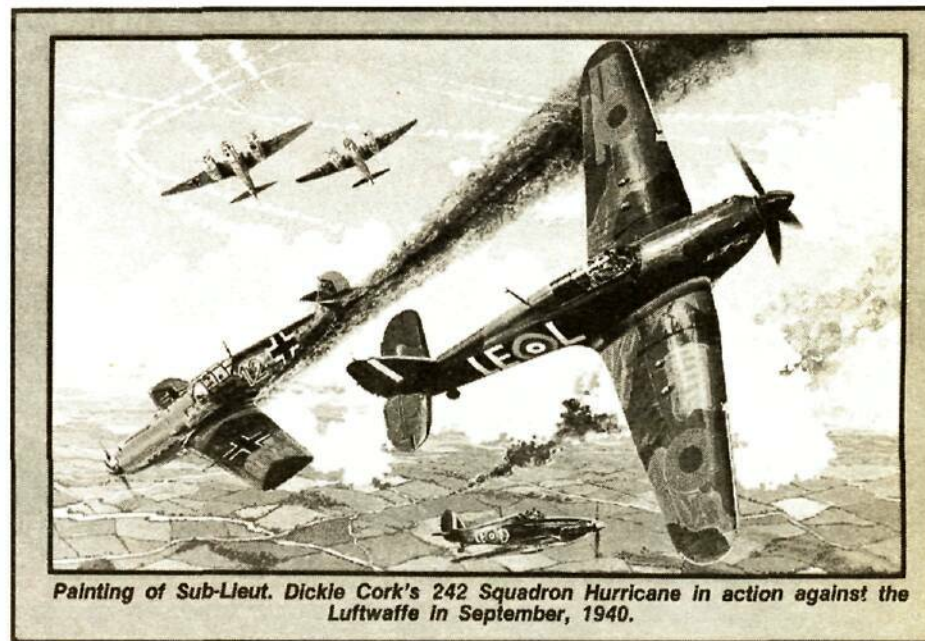
About 40 trainee pilots at HMS Raven, Southampton, volunteered for loan service with the RAF. Those accepted trained on Hurricanes and Spitfires. They retained naval uniform and were paid by the Admiralty.

Three of them flew Hurricanes in Sqn. Ldr. Douglas Bader's 242 Sqn. RAF based at Coltishall. The squadron's first victory fell to a naval pilot, Sub-Lieut. Jimmy Gardner, who shot down a Heinkel 111 bomber.

He and Sub-Lieut. Dickie Cork, also 242 Sqn., became aces — shooting down five or more enemy aircraft. Sub-Lieut. Cork went on to 13 victories, becoming the Navy's highest-scoring ace.

Jimmy (later Cdr.) Gardner, recalled the part he played in the aerial combat to keep the island fortress intact. He said the faster, more manoeuvrable Spitfires flew high, countering German fighter escorts, while the more rugged Hurricanes flew lower against the bombers because, with better cockpit vision, they were a more effective gun platform.

When he was hit by a ME109 attacking from astern he put his Hurricane into a steep spiral descent and shook off his attacker. Flying the damaged aircraft at low level he nursed it towards Southend and when his engine failed was just close enough to glide into a safe landing at the airfield.



Back with his own Service, in 1941 Jimmy Gardner was awarded the DSC for his part in fighter operations off Sicily during the Malta convoys. He survived the sinking of his ship, HMS Ark Royal, but his kit and interesting flying logbook went to the bottom.

Cdr. Gardner, who continued to fly his own light fixed-wing aircraft until 1986 and heli-

copters until last year, is one of about a dozen of the ex-naval Battle of Britain pilots known to be still living in Britain.

Four of the Royal Navy's current air defence fighter, the Sea Harrier, took part in the commemorative flypast over Buckingham Palace on September 15 during the Battle of Britain parade.



Armed for action . . . stamp of approval



YES, the badge on the uniform to be worn by HMS Victory's new civilian guides is identical to the ship's figurehead.

PO Kevin Connor, currently the Victory's chief guide, models the uniform he will wear when he retires and becomes the civilian chief guide in January.

Retired Service personnel are replacing serving sailors and Marines who have conducted tours round the famous ship since 1928. The new guide service will free much-needed manpower for service elsewhere.

The new uniform consists of a Navy reefer jacket and service trousers and the redesigned chief petty officer's cap badge has "V" for Victory in the centre. The computer-designed guides badge contains 85,000 stitches.

Picture: LA(Phot) Steve Saywell

WHEN the Royal Mail issued its special set of stamps in tribute to valour shown by Service personnel and civilians, a distinguished line-up was on parade to display outsize versions of the attractive stamps.

The special issue includes the Victoria Cross, George Cross, Distinguished Service Cross, Distinguished Service Medal, Military Cross, Military Medal, Distinguished Flying Cross and Distinguished Flying Medal.

Those attending the launch included Rear-Admiral Godfrey Place, VC and Odette Hallows, GC.

Pictured under the huge naval guns of the Imperial War Museum are Admiral of the Fleet Lord Lewin, who won the DSC in 1942, and WO Alf Tupper, who gained the DSM in the Falklands conflict while with 846 Squadron.

Picture: PO(Phot) George Hunter, DPR(N).



SCOUTS COOK UP A TREAT

Eleven scouts from the 40th Fife (Touch) Scout Group enjoyed a day at sea on board the offshore patrol vessel HMS Dumbarton Castle.

As part of the Scout challenge "Scouts go for a Million" they cooked and served delicious three-course lunch on the ship's helideck for six members of the ship's company.

The commanding officer, Lieut.-Cdr. Tim Harris, was most impressed by the high standard of cooking achieved by the scouts.

Policies unchanged during Gulf crisis

THE White Ensign Association and the Armed Forces Insurance and Investment Brokers Committee have advised the Navy that Servicemen with good quality current life insurance policies will find their cover unaffected by the current Gulf situation and this will remain so even if the situation escalates.

An exception is the unlikely event that the policy contains a specific war risks exclusion clause.

The reassurance was issued after some uncertainty had been engendered by Press stories.

However, it is recognised that in the present situation it will be difficult to find companies prepared to offer new or increased term insurance cover, except at inflated premiums, and Servicemen wishing to take out new cover, or amend existing cover, are advised to consult the White Ensign Association (GPO Tel-071-407-8658 or MOD Telephone ESB 8852), or local representatives of the AFIBC, whose addresses are held by Unit Personnel Offices.

Representatives will be able to help policy holders or dependants interpret the small print of existing policies if they require reassurance, and to advise which companies are still offering reliable and worthwhile cover.

There is no current provision for MOD reimbursement of

premium loadings on new policies.

Meanwhile, the insurance company responsible for PAX (Personal Accident Insurance) have — as is their right — declared an exclusion period, declining any new applications after midnight on August 12. Insurance brokers Bain Clarkson asked the insurance company to reconsider their action and re-open PAX to new joiners and those wishing to increase cover, and agreement has been reached with limitations.

It is being stressed that cover taken out by the 10,000 soldiers and sailors who joined the scheme before August 13 is not affected by the change, and these people retain the full comprehensive cover of PAX, even in the Gulf.

Cover taken out from August 13 will exclude injuries of any sort/death in the zone directly affected by the current Middle East situation; also injuries/death resulting from war risks.

It is planned to lift these limitations as soon as judged reasonable by the insurance company.

Meanwhile the consortium responsible for N-Trust declared an exclusion period from

August 23 so that, while cover taken out before that date is valid, no applications for insurance cover will be accepted from that date until further notice.



Seawolf in the firing line

THE first firing of the Vertical Launch Seawolf missile from a Royal Navy Warship has been carried out from HMS Norfolk in Cardigan Bay.

It was the first of a series to demonstrate the missile's effectiveness against small, high-speed targets at high and low levels.

The Vertical Launch Seawolf point defence missile system is planned to be fitted to all Type 23 frigates and the new RFA auxiliary oiler replenishment vessels. Missiles are launched from deck-mounted silos rather than the conventional six-barrelled launcher fitted to Type 22 frigates and some Leander frigates.

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THE NAVY IN THE GULF

IN THE HEAT OF THE

THE three Royal Navy warships whose duty put them in the picture in more ways than one as the Middle East crisis developed are the Group Whisky Armilla vessels HM ships York, Battleaxe and Jupiter.

When Iraq invaded Kuwait, the York was already on station in the Gulf area as was RFA Orangeleaf. Immediate instructions went to the Battleaxe undergoing maintenance in Penang and the Jupiter in Mombasa. In both places some of the ships' companies were taking leave with their families.

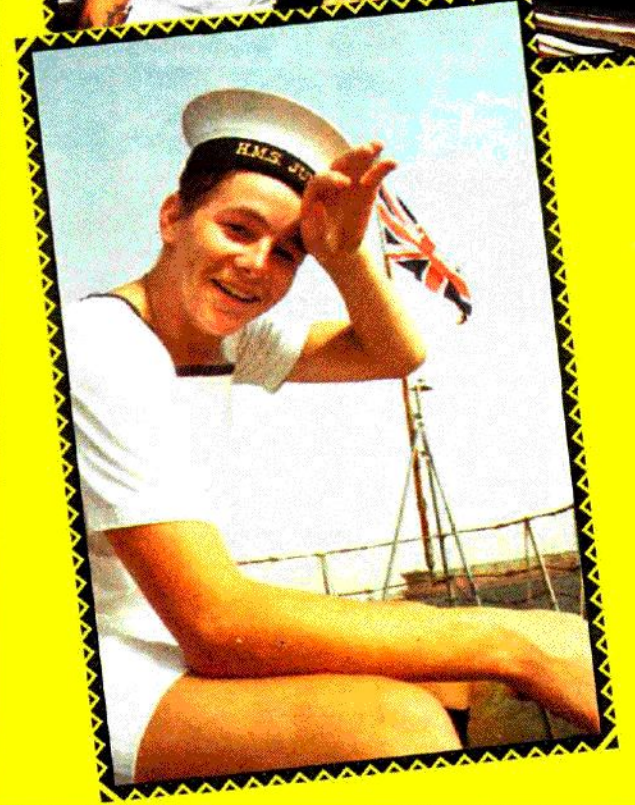
In a Commons tribute to British Gulf forces Defence

Secretary Mr. Tom King said, "Their leave had to be interrupted on the spot, but the spirit and resilience of those people, often working in difficult conditions, is something to which the House will wish to pay tribute."

He also said, "In spite of the difficult conditions under which they are working, the morale of every Service man I met out there was as high as every hon. member learnt to expect that it would be. Our forces are ready to play their part."

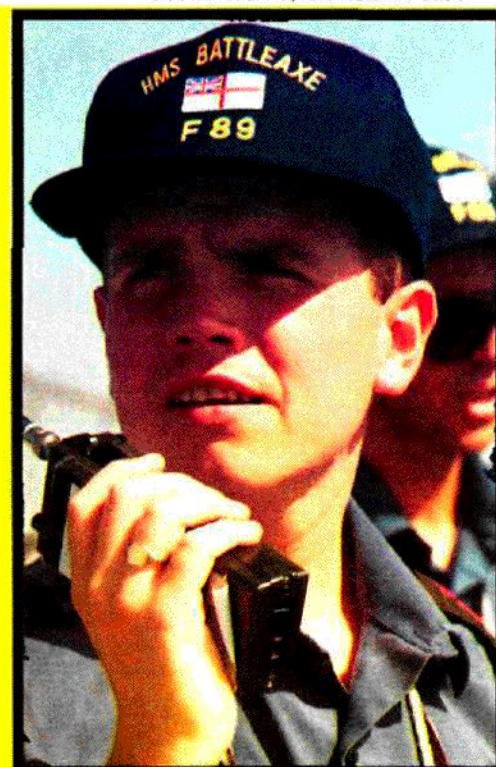
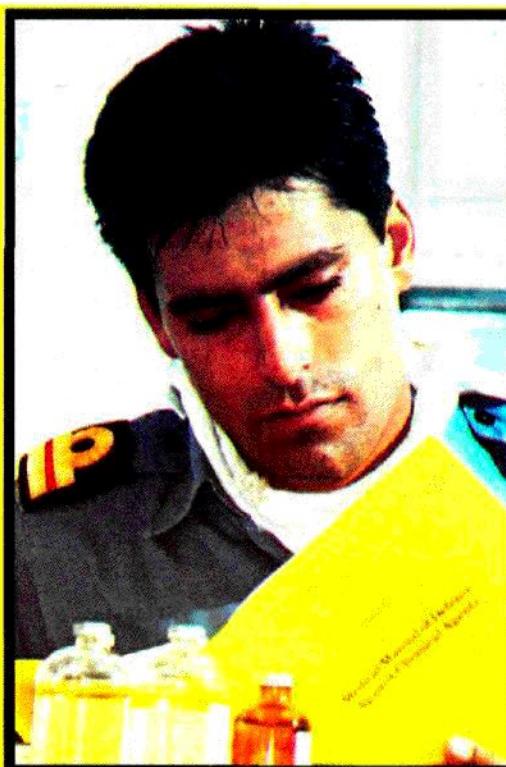
Meanwhile, as other British warships and support vessels head for the Gulf to join the multinational force operating there, this photographic feature depicts a wide range of aspects of life on board the Group Whisky ships.

Watching how Gro



E MOMENT

Up Whisky sailors stay cool in a crisis was PO(Phot) Stuart Antrobus of the Director of Public Relations (Navy) staff.



Gulf Gallery

● **Centre** — HMS Jupiter's Principal Warfare Officer Lieut.-Cdr Jeremy Stocker (right) and Operations Room Supervisor PO Andrew Dawe study the Command Display.

● **Above** — Elsewhere on board Surg. Lieut. Rob Chakraverty brushes up on the chemical threat while PO Yeoman Joe Morrin makes sure HMS Battleaxe stays in touch.

● **Left** — LS Scott Midwinter (right) and AB Matthew Parker transfer stores from HMS Battleaxe to the tanker RFA Orangeleaf.

● **Below, right** — Ready with the Javelin and anti-aircraft missile system are Sgt Darby Allen (left) and Mne Steve Lake of HMS Jupiter's Royal Marine Air Defence Troop detachment.

● **Below, centre** — WEM Paul Taylor hoses down HMS Battleaxe's forward Exocet launchers as the thermometer rises above 120F while —

● **Below, left** — AB Trevor Nixon instructs Defence Secretary Tom King in the use of the Type 22 frigate's starboard twin 30mm GCM. Inset — a Royal Fleet Auxiliary sailor keeps a close watch as the American frigate USS Reid prepares to take on fuel from the Orangeleaf.

● **Far left** — Postcards from the Gulf from Seaman Patrick Baker ("It ain't half hot, mum"); LS Tim Ramp-ton and LS Kevin Hanby — making a phone call home to his girlfriend Elaine; and purveyors of fresh fruit and veg to HMS Jupiter Lck Les Barrow and Cks William Landon and Ian Mercer.



A WHOLE NEW CONCEPT(ION) OF ROMANCE

IT'S AN old adage but true — you gotta get a gimmick. For instance, **Look Who's Talking** has the flimsiest storyline in the world. Single parent Kirstie Alley meets happy-go-lucky taxi driver John Travolta; they stumble through a couple of comic misunderstandings, then live happily ever after.

But there's something different here, as signalled by the

ous of the various tough guy stars around at the moment.

Screen Scene

film's opening scene, a piece of animation purporting to show a posse of sperm galloping hell for leather towards Ms Alley's ovaries, and talking to one another ("Come on guys, it's along here some place.")

The follow-up is the inevitable scene nine months later when baby, with many a curse and complaint, is ejected from his place of warmth and safety into the great mysterious world. And that's the gimmick — the baby talks to the audience, delivering a comic monologue worthy of Mel Brooks, on the joys, fears and numerous grievances of a new-born baby.

The conventional romance which is the film's foreground is given, literally, a new perspective. It was an extra touch of inspiration to use he-man Bruce Willis to provide baby's voice. The film's success may be gauged by the fact that **Look Who's Talking Too** will be along later this year.

We have a trio of new thrillers this month. **Hard to Kill** uses cop-plot Mark I. Incurruptible crime-buster Mason Storm (what a name!) and his family are mown down by a hail of bullets. Seven years later Mason surfaces from a coma — still sporting his sun tan, one notices — and in no time he's checked out of hospital, spent a weekend in the country polishing up his karate moves and headed off to the big city, where a succession of punctured and pulverised bad guys are soon littering the pavements.

It could perhaps benefit from a Bruce Willis baby commentary to freshen it up, but as a new version of a very old yarn, it's carried off with brutal efficiency, and it must be said that Steven Seagal comes across as the most authentically danger-

English actress Kelly Le Brock decorates the decor.

Gene Hackman returns in **The Package**, a Hitchcock-style teaser concerning a soldier who finds himself in the middle of some complex conspiracy. Hackman is perfect as the dogged Mr. Average, pursued by the authorities for a murder he didn't commit, while patiently unravelling the mystery. The pay-off is decidedly topical, and Tommy Lee Jones's performance as an affable hit-man is a nice bonus.

Next come **Tango and Cash**, two wise-cracking cops whose exploits seem closer to the fantasy world of **Batman** than to the sort of events we usually see down at the old precinct. It's a fast-paced, strip cartoon of a movie, involving criminal masterminds, hair's breadth escapes, leaps from tall building, etc. Stallone S. and Russell K. play the title roles, linear descendants of Starsky & Hutch, Dempsey & Makepeace, Turner & Hooch and all the other variations on the formula, which may yet find room for, e.g. Rockall & Bailey, Chalfont & Latimer.

...but not **Clean and Sober**, which is something altogether different. It's hard to convince someone that a film about life in a drug rehabilitation programme could actually be entertaining. Sordid, preachy... but entertaining? Well, too bad for preconceptions, since the picture is indeed arguably the most sheerly entertaining of all this month's bunch.

It's as honest and unsentimental as Michael Keaton's performance in the leading role, and as witty as you'd expect from the writer/director of TV's **Moonlighting** series.

— Bob Baker

Laughter in Wartime

After four years at Dartmouth, poor eyesight spoiled Morin Scott's first chance of becoming a deck officer and he decided to leave the Navy.

But a few weeks later Hitler invaded Poland and Scott found that the Royal Naval Volunteer Supplementary Reserve was not so fussy.

Once again he squinted helplessly at the bottom lines of the eye test chart. "That's no bloody good — you had better come closer," the doctor advised.

And so the tone is set for *War is a Funny Business* (Tallis Press, £10.95), a roller-coaster of anecdotes that views the whole of 1939-45 as a kind of wild party with the author in the role of gate crasher.

He is able to find humour even in the mining of his corvette when the deck beneath his feet turned trampoline: "... as soon as my feet touched the deck I was off up again for a second aerial trip. In the air for the second time one's worries were considerably increased, since while there seemed to be a fair chance that there might be some ship down there when one landed the first time, the chances of there being any ship there the second time appeared remarkably remote."

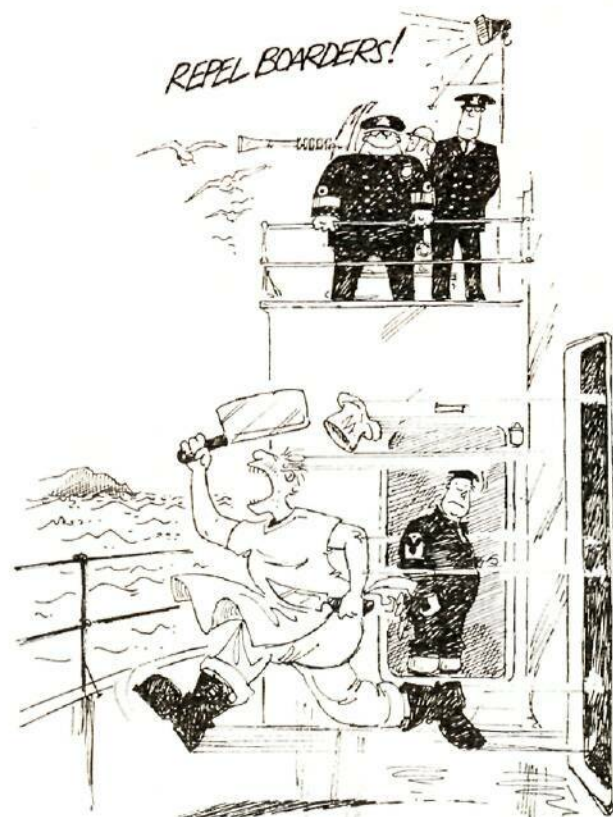
He got himself airborne another time when, high as a kite at an RAF party, he rashly volunteered to take the rear gunner's place on the dawn patrol.

Shakily installing himself in the tail-end Charlie's perilous seat, he spotted another casualty from the night before — "whose head rolled limply to one side and whose feet dragged like a rag doll's" — being carried to the control tower.

"Good gracious, Sergeant," he remarks to the man giving him last-minute instruction in the use of the Lewis gun, "has someone been injured?"

"No no, sah," comes the gleeful reply, "that's Flt-Lieut. Stewart, sah, your pilot — but hi assure you 'e'll be hall right as soon as 'e gets in the hair."

"Tugg" illustrates several of Scott's tales in his own inimitable way, complementing the essentially schoolboy style of the reminiscences of one who was still in his teens for much of the period they span.



"... He was never happy with the manner of dealing with the last order unless the cook dashed out of the galley with a carving knife, or the butcher's cleaver."

It is fortunate, since they are set down at the distance of nearly 50 years, that the happy impression is left that their author never suffered the awful fate of "growing up". His love of sailing matured into an expert design and operational consultancy — but always with young people in mind. Four years ago he was made an MBE for his services to sail training and the Sea Cadet Corps.

—JFA

Engineering an eminent career

POOR eyesight likewise — see review above — ruled Vice-Admiral Sir Louis Le Bailly's career options... but the wise Captain of HMS Hood decided his choice of the engineering branch when he gave him some sage advice:

"Engineers have to place in the hands of those who fight the naval battle the most effective weapons that the state of the art can achieve. Mobility is perhaps the oldest of these weapons."

That advice is as true now as it ever was — yet when sail gave way to steam the new breed of engineer officer was viewed askance by the executive branch. Even after the First World War a reactionary Admiralty so cut the Navy off from the pace of development that 15 years later it sent it to war once again technologically backward.

It is remarkable that the resentment that must have been felt by so many who served "down below" has so seldom been aired in print. Le Bailly puts the case in *The Man Around the Engine* (Kenneth Mason, £14.95). Few men are better qualified to do so — and fewer still less inclined to call a shovel a spade.

Early in 1939 he found the Hood — for so long the pride of the Fleet — was unfit for war, not least because the tons of paint with which she had been

plastered during 20 years of showing the flag had brought her a foot further down in the water than her designed draught.

He vividly describes the heroic efforts of a tiny artificer to repair condensers wrecked by contaminated boiler feed water — one ERA Wigfall who, being skinny enough to climb inside one of the worst affected, slogged away tightening the joints and plugging the leaking tubes, sustained by increasingly strong draughts of sherry and Bovril.

Seventeen months later, when his cruiser, HMS Naiad, was anchored close to the Hood in Scapa Flow, he was invited on board — and was touched when many of his former colleagues, not all from the engine department, paraded to wish him luck. In less than six weeks all were dead.

A third of this first volume of memoirs is devoted to the Naiad, lost nine months after sterling service in the Battle of Crete. The story then proceeds from teaching at Manadon to the Far East, where Le Bailly is present at Japan's surrender aboard HMS Duke of York; to his temporary "excommunication" as a rebel against hide-bound practices in the Admiralty design department; to posts as Naval Attache in Washington and Director General of Intelligence for all three Services in London. He was the first engineer to enjoy such distinctions.

Next, in *From Fisher to the Falklands*, he plans to show how officers of all branches, including naval and civilian engineers, contributed to the technological reawakening Fisher had sought and the Admiralty once abandoned.

— JFA



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TAKING OUT THE U-BOATS

For the loss of around 740 aircraft, RAF Coastal Command sank about 220 German and Italian submarines in the course of the Second World War.

It was a reasonable return, given the individual U-boat's huge potential for destruction — but the grim statistics detailed in Norman Frank's *Search Find and Kill* (Aston Publications, £16.95) show that the submarine, then far more vulnerable to airborne attack than it is today, could still give a good account of itself against an opponent it was hardly designed to match.

When war began Coastal Command was as ill-prepared as its Fighter and Bomber partners — and was "at least third on the list of any priorities".

The few aircraft available did not even have a suitable weapon and virtually no way of finding their target, other than a lucky sighting. Sonobuoys, depth charges and torpedoes eventually improved the situation, but by 1943 the U-Boat Command realised that "the aircraft was a bigger menace than the warship" and began to augment AA armament accordingly. In any case, U-Boats, forced to spend much of their time on the surface to recharge their batteries, often elected to fight it out.

U415, on her first war sortie out of Brest,

survived the attentions of three Coastal Command aircraft on May 1, 1943. The first, a Wellington of 172 Squadron, was hit by cannon fire and later crash landed and the third, a 162 Squadron Whitley, was piloted through a hail of tracer shells by Flt.-Sgt. Norman Earnshaw.

"The fact that the U415 stayed surfaced and fought back came as no surprise since we had been warned to expect this response at the time," he recorded.

"It was nevertheless disconcerting, since the Whitley aircraft was quite a large target and not at all fast. In a shallow dive it would perhaps achieve a speed of around 150 knots. It was not unknown for a U-boat to shoot down attacking aircraft..."

Damaged by depth charges, U415 limped back to her base on May 5 and went on to make eight further patrols and sink four ships before she struck an RAF-laid mine outside Brest harbour on July 14 1944.

Over 300 other tales of this kind are packed into a standard reference work that contains full details of dates, timings, aircraft and crew involved and targets with their commanders and eventual fates — together with lively accounts of operations, often given at first hand.

—JFA



Classic design, enduring class — the T submarine

BROUGHT into service in 1937 was a submarine that was to lead the way in British construction, remaining in service with the Royal Navy until the 1960s — and with some overseas navies until as late as 1977.

Substantial conversions had made it the prototype of the modern hunter-killer concept — and so **The T-Class Submarine** (Arms and Armour £19.95) amply deserves its subtitle *The Classic Submarine Design*.

In any case, when an aficionado of Paul Kemp's calibre seizes upon his favourite, the result is bound to bear close examination.

The Ts proved their worth in every theatre of the Second World War and were supremely adaptable to progress in technology. Over half a million tons of enemy vessels fell to the most powerfully armed RN boats of the day — though they suffered 50 per cent casualties in the Mediterranean where their skippers won four VCs.

Their size and endurance compensated for lack of speed and in the last months of hostilities one of them, HMS *Tantalus*, completed the longest patrol of any British submarine when Lieut.-Cdr Hugh Mackenzie chased the Japanese battleships *Ise* and *Hyuga* as they raced for home. The *Tantalus* chalked up 11,692 nautical miles in 55 days before returning to Fremantle with less than five per cent of her fuel left.

In the Cold War years silence and speed were the prerequisites to meet the growing Soviet threat. The new streamlined Ts

quickly rose to the challenge, reborn in the autumn of their years as the most advanced conventional submarines in service. Only the arrival of the nuclear boats set them aside — but by then an honourable retirement was well and truly guaranteed.

There are many ex-submariners who will remember them with affection — and thanks to Paul Kemp's careful detailing of each amendment and redesign they will be able to recognise at least one of their many guises.

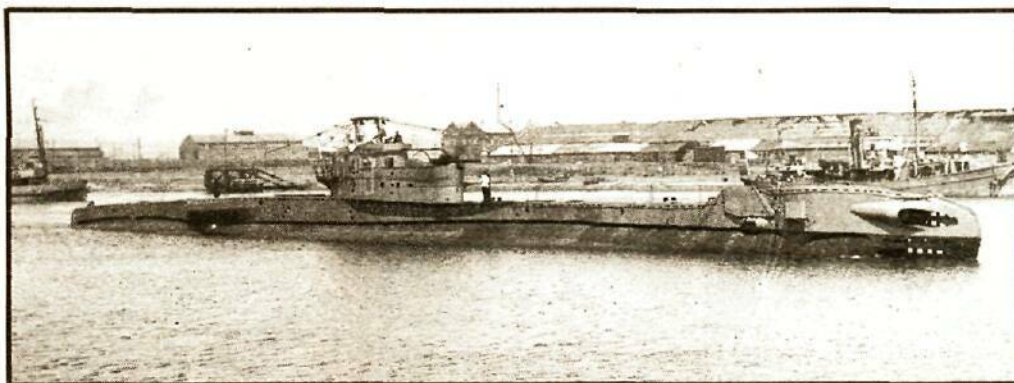
— JFA

ALMA MATER

NOVELIST and historian Antony Beevor attended the Royal Military Academy Sandhurst and served for five years as a regular officer in the 11th Hussars...

Nearly 20 years after resigning his commission he returned to the Army to research his anatomy of the institution — *Inside the British Army* (published by Chatto and Windus at £17.99 hardback).

In it he seems to cover the lot from basic training to Whitehall warriors — an excellent and readable study.



Pictured above: The last of the Ts — HMS *Tiptoe* pays off in 1969, greatly changed in appearance from the early days of the class.

Left: HMS *Tantalus* in 1942. She completed the longest patrol by a British submarine during the Second World War.

British shipping assessed Stone Age to nuclear era

WITH the Merchant Navy in crisis and subject to a Government inquiry, Ronald Hope's **A New History of British Shipping** (John Murray £35) provides essential reading.

Transport Secretary Cecil Parkinson may feel he can safely skip the first five millennia of a story that Hope traces back to 3,000 BC, but the sad decline still begins further back than one would think — around 1890.

In the 60 years up to the First World War Britain's share of sea-borne traffic had verged on monopoly, with UK-based shipping companies operating nearly a half of the world's carrying capacity.

But this was also an era of rapid expansion among other fledgling sea powers — particularly Germany and Japan. The latter, "virtually without deep sea ships of any description in 1880" had become the third maritime power by 1910 "with half as much ocean-going tonnage as Germany and twice as much as the United States."

Enterprise

And the enterprise of many of the new competitors was backed by government subsidies while little assistance was forthcoming from the UK's coffers.

During the First World War 15 million tons of world shipping were lost — of which our share was nine million tons, or nearly half the pre-war fleet. And while "world losses were more than made good in the war years themselves, British losses were not."

After the Armistice sales of wartime-standard shipping did the shipbuilding industry no good and saddled the operators with a large block of out-of-date tonnage.

Tonnage aside, in the Second World War the Merchant Navy suffered twice as many human casualties as it had in the First.

while the fighting services' losses amounted to about a third of the 1914-18 total. Yet "there was never any difficulty in securing enough seamen, even when the war at sea was at its worst" and when they were "at greater risk than ever seamen had been before."

Criticism

Churchill comes in for some criticism here for allocating bomber aircraft to the RAF "which might have been better employed protecting convoys".

Downhill all the Way is the title of the last chapter. By 1977, when the United Kingdom shipyards were nationalised, they were building less than 4 per cent of the world's shipping — and now, over the following eight years, £2 billion was spent in support of British Shipbuilders while output continued to decline as South Korean prices undercut even the raw material element of the home bid.

"By 1988, with a labour force by then of under 7,000, it would have saved money if British Shipbuilders had paid each worker £30,000 to stay at home" is the author's own withering conclusion.

He notes, too, that the general public has been unconcerned by the 'Great Debate' that followed the Falklands War, adding cynically that merchant ships have always been inadequately protected and that "no nation ever grieved for long over dead merchant seamen."

Political considerations figure strongly in an intensely scholarly work and a mass of statistics — revealing and often very disturbing though they are — make it a text book first and foremost.

Privateering

But there is also a good deal of incident and human interest to beguile the general reader. Woodes Rogers — he who rescued Alexander Selkirk, the original of Defoe's *Robinson Crusoe* — made £43m at today's

prices from his privateering voyage to the South Seas and was one of the great pioneers in the opening up of British trade overseas.

There is not the slightest doubt that he and his contemporaries needed to be as tough and determined as their Royal Navy counterparts to succeed on this scale — there was plenty of loot for both in those days of prize money — and Rogers recorded his moments of action in the same spirit of *sang froid*.

In capturing a treasure-laden Spanish galleon he was shot through the left cheek: "The bullet struck away a great part of my upper jaw and several of my teeth, part of which dropped down upon the deck

when I fell." It was bad luck since only one other of his men was wounded.

— JFA

CRUEL SEA

TERRIBLE things do happen at sea — all too often. Twenty-four tales of disaster are recounted by Bernard Edwards in *The Grey Widow-Maker* (published by Robert Hale in £13.95 hardback).

The *Titanic* is included, but most of these dramas failed to make the banner headlines despite the dedication of some of the players and the dereliction of others.

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Notice Board



Promotions to Chief

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in September:

OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(MW) — W. A. Mulrain (Atherstone).

COMMUNICATIONS GROUP AND PT

To CCY — G. W. S. Conniff (Dartmouth BRNC).

To CRS — P. J. Jackson (RNR CTC Exeter), I. R. Ross (ACE NRG Denmark).

To CPOPT — M. N. Le Page (Raleigh).

MARINE ENGINEERING

To CME(M) — P. W. Drewball (Invincible).

To CME(M) — S. A. Barrett (Sultan), C. J. Devlin (York), J. E. Campbell (Flt. Eng. Portsmouth), M. J. C. Dougherty (Sultan), R. S. Christie (Intrepid), D. J. Crossfield (Campbelltown).

SUPPLY AND SECRETARIAT

To CPOCA — G. P. Cooper (Glasgow).

To CPOST — S. Davidson (Collingwood).

To CPOSA — A. R. Haynes (845 Sqn), W. A. Saunders (NP 2010), J. A. King (RNR Tay).

To CPOWTR — C. J. Lloyd (SA Moscow), K. P. Wallace (Bardsworth), M. D. Johnson (Dartmouth BRNC).

MEDICAL BRANCH

To CPOMA — M. H. Parkinson (Invincible), T. Arnett (Cochrane).

SUBMARINE SERVICE

To CRS(SM) — P. M. Williams (ACCHAN/ELANT), P. Manley (Repulse Sbd).

To CMEM(L)(SM) — D. J. Jacobs (Triumph), I. J. McKnight (Dol spare crew), A. F. Hook (Talent).

FLEET AIR ARM

To CPOA(PHOT) — R. H. Toyer (SA-CLANT USA).

To CAEM(M) — R. M. Higgins (Drake release).

CHIEF PETTY OFFICER ARTIFICER

HMS Centurion has been notified of the following promotions chief petty officer artificer which were made by commanding officers in July and August:

CPOMEA — K. Bagley (Sultan), J. A. Baldock (Trafalgar), G. A. Bogie (York), R. Francis (Flt Eng Portsmouth), D. Minihinnett (Ark Royal), P. A. Newton (Neptune NT).

ACPOMEA — S. J. Bowling (Sheffield), A. B. Handley (Talent), J. R. Hastie (York), P. N. Johnston (Sultan), S. P. Lynch (Portsmouth FMRO), A. P. Stroud (Conqueror), M. E. J. Wilkinson (Valiant).

CPOWEA — W. R. Buchanan (Trafalgar), P. K. Eggbeer (Cumberland), A. S. Gardener (Dryad), C. J. Goring (Torbay), K. Hodkin (Renown Sbd), D. P. O'Connor (Renown Sbd), K. W. Slimmon (Repulse Sbd), J. F. Strachan (Defiance SMMU).

ACPOWEA — P. A. H. Manley (Dolphin Smmu).

Appointments

APPOINTMENTS recently announced include:

Cdr. C. J. Gass, Birmingham in command, Feb. 18.

Lieut-Cdr. N. C. Funnell, Brocklesby in command Feb. 27.

Lieut-Cdr. I. Dodd, Cuxton in command, Jan. 22.

Lieut-Cdr. K. J. Lambert, Helmsdale in command Oct. 2.

Lieut-Cdr. J. A. Humphrys, Quorn in command Jan. 7.

Lieut-Cdr. A. R. Robinson, RNR South Wales as RN Staff Officer and HMS Waveney in command.

ACTING CHARGE CHIEF ARTIFICER

Authority was issued by HMS Centurion in September for the following ratings to be promoted to acting charge chief artificer:

To ACCMEA — F. A. G. Clark (Sultan), W. T. Bannister (Flt. Eng. Portsmouth), A. C. Butler (Defiance SMMU), S. Booth (Flt. Eng. Portsmouth), K. W. Farmer (Trafalgar), R. Kettleton (Otter).

To ACCWEA — P. Egerton (Spartan), A. Sichi (Neptune SM10), J. D. Lucas (Revenge Sbd), I. S. Hobson (Neptune SM10), A. D. Slater (Talent).



Pen Friends

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Dawn (18), Tipton, W. Midlands. Christine (17), Carshalton, Surrey. Hilary (39), Swindon, Wilt. Rhona (22), Dunbar, E. Lothian. Daphne (46), Colchester, Essex. Donna (24), Hemel Hempstead, Herts. Fiona (16), Carshalton, Surrey. Beverley (25), Manchester. Sarah (23), Sutton Coldfield, W. Midlands. Jan (27), Brynwgryn, Gwynedd. Elaine (17), Manchester. Debbie (16), Alcester, Warks. Lisa (19), Croydon, Surrey. Elaine (17), Runcorn, Cheshire. Julie (29), Sheffield. Joanne (17), Colchester, Essex. Claudette (47), Cwmbran, Gwent. Elizabeth (20), Chester. Joyce (42), Southampton. Michelle (18), Huntingdon, Cambs.

Tricia (25), Birmingham. Samantha (17), Ryde, Isle of Wight. Suzanne (29), Southampton. Allie (27), Tulsa Hill, London. Norma (35), Newcastle-on-Tyne. Miss A. (22), Pontypridd, Glam. Janice (24), South Killingholme, S. Humberside. Karen (31), Warrington, Cheshire. Debbie (25), Sudbury, Suffolk. Lisa (30), Worsley, Manchester.

Beverley (52), Northampton. Sammy (19), Ryde, Isle of Wight. Lilian (32), Corsham, Wilt. Sara (24), Hemel Hempstead, Herts. Sharon (22), Streatham, London. Clare (19), Wigston, Leics. Wendy (17), Urmston, Manchester. Louise (16), Sutton Coldfield, W. Midlands. Rachel (18), Stroud, Glos. Sue (19), Urmston, Manchester.

Julianne (20), Liverpool. Claire (23), Penzance, Cornwall. Natalie (20), Cambridge. Diane (26), Liverpool. Faye (45), Gloucester. Laura (20), East Ham, London. Angela M. (30), Glasgow. Hayley (17), Canterbury, Kent. Alisa (42), York. Helen (17), Lincoln.

Karen (21), Reading. Berks. Stella (55), Bletchley, Bucks. Susan (18), Preston, Lancs. Wendy (40), Woolwich, London. Erica (31), Rhyl, Clwyd. Mary (42), Bexhill-on-Sea, Sussex. Nicole (22), Coventry. Karen (21), Cowes, Isle of Wight. Mandy (21), Aldershot, Hants. Lesley (36), Cramlington, Northumberland.

Alison (21), Glasgow. Dorothy (33), London. Elisabeth (27), Hamburg, W. Germany. Fiona (26), Ashburton, Devon. Irene (61), Warsop, Notts. Jackie (16), Heywood, Lancs. Jo (19), Preston, Lancs. Kim (28), Holloway, London. Marion (39), Witney, Oxon.

Kim (25), Camberley, Surrey. Pat (31), Thetford, Norfolk. Sarah (23), Ipswich, Suffolk. Patricia (17), Edinburgh. Sharon (20), Norbury, London. Pat (43), Otley, Yorks. Sarah (21), Sydenham, London. Shirley (23), Edinburgh. Sue (27), Warrington, Cheshire. Sylvia (40), Dudley, W. Midlands.

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Swop Drafts

LRO(G) Brewster, HMS Cottesmore, Portsmouth, early Jan. Will swop for any Rosyth ship.

L/S (M) Page, 3D Mess, HMS Exeter, deploying Jan. Will swop for any Portsmouth ship not deploying or refitting.

MEM(M) Prades, (Scale C), HMS Nottingham, refitting Jan. Will swop for any Portsmouth Type 22, 42 or carrier seagoing.

AB(M) D. Miller, Ship Husbandry Unit, HMS Defiance, Devonport Dockyard ext 5119, drafted HMS Broadsword, Nov. Will swop for coastal survey vessel.

CPOAEA(R) Bangay, 849 Sqn B Flight, drafted HMS Daedalus (AES) Jan. Will swop for any Cudrose draft.

STD W. A. Russell, 3G Mess, HMS Campbelltown, deploying Jan. Will swop for any Portsmouth/Devonport ship in refit or not deploying.

AB(R) Keegans (CAAIS trained), 3K Mess, HMS Juno. Will consider any Devonport ship.

CK Huxtable, HMS Broadsword. Will swop for any Rosyth ship deploying or not.

POAEA (WL) Forrester, HMS Daedalus, ext 4145. Will swop for any second line draft Yeovilton, Portland or ASE.

AB(M) Lewis, HMS Defiance, ship's husbandry, drafted HMS Southampton, Feb. Will swop for any Devonport ship, preferably Type 22, deploying or not. Contact 0752-555119 (8am-1600).

WEM(O) Umney, 6D Starboard Mess, HMS Invincible, ext 475/438. Will swop for

any Plymouth ship, preferably not deploying.

LWRO Standen, 'B' Watch, HMS Daedalus, ext 41242. Will swop for Commcen, Whitehall. Must be PV billet.

RO(G) Simpson, 5 Mess, HMS Argonaut, deploying early Jan. Will swop for any shore base or ship not deploying.

AB(R) Brown, HMS Sultan, drafted HMS Newcastle, refitting. Will swop for HMS Bristol.

STD Mason, 814 Squadron, HMS Seahawk, ext 2124. 16 months. Will consider any Rosyth or Faslane ship.

CK(C) Lamb, Main Galley, HMS Nelson, drafted to HMS Amazon. Will swop for any Portsmouth Leader or small ship, preferably not deploying.

PO/LWEA(OC) J. O'Neil, J2K mess, HMS Collingwood, drafted HMS Manchester, April 91. Will swop for any Rosyth draft.

PO Gwynne, drafted early 1991 to 820 squadron. Will swop for any Portland or Yeovilton front line. Tel Portland ext 3399.

LCK Conway, HMS Warrior, drafted HMS Sirius, Plymouth. Will swop for any ship deploying.

CK Ashbridge, HMS Cottesmore, Portsmouth based early 1991. Will swop for any Rosyth ship, preferably not deploying.

LSTD Penrose, 3H(F) Mess, HMS Sheffield, deploying Jan. Will swop for any Plymouth ship not deploying.

WEM(O) Howitt, 3EA Mess, HMS Sirius, refitting Devonport early 1991. Will swop for



Points Leaders

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at 1 September, 1990.

Intermediaries (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during August.

PO(EW)/RS(W) — Int (9.6.89), 2: LS(EW)/LRO(W) — Dry, Nil; PO(M) — Int (8.12.89), 3: LS(M) — Int (8.12.89), 12: PO(R) — Int (17.6.88), 2: LS(R) — Dry, 2: PO(S) — Dry, 1: LS(S) — Int (8.6.90), 2: PO(D) — Int (8.12.89), 1: LS(D) — 128, 2: PO(MW) — Dry, 1: LS(MW) — Dry, 2: PO(SR) — Int (9.6.89), Nil; LS(SR) — Int (9.6.89), Nil; PO(SEA) — Int (15.3.89), Nil; CY — 148, 2: LRO(T) — Int (6.6.89), 4: RS — 117, 2: LRO(G) — Int (5.12.89), 9: POPT — 405, 1: RPO — 100, Nil.

PO(ME)(L)(GS) — Int (10.10.89), 6: LME(M)(GS) — Int (5.4.89), 10: PO(ME)(M)(GS) — 141, 1: LME(M)(GS) — 87, 8: PO(ME)(O)(GS) — Int (7.11.89), 5: LWE(M)(O)(GS) — Int (30.6.89), 9: PO(ME)(R)(GS) — Int (6.3.90), 10: LWE(M)(R)(GS) — Dry, 9: POCA — Int (19.10.89), 2: POCK(GS) — 207, Nil; LCK(GS) — 113, 6: POSTD(GS) — 490, Nil; LSTD(GS) — Int (21.2.89), 2: POSA(GS) — 354, 5: LSA(GS) — Int (22.6.89), 16: POWTR(GS) — Int (8.12.89), 4: LWTR(GS) — Dry, 2: POMA — 201, 6: LMA — Int (10.7.90), 7.

PO(S)(SM) — Dry, 1: LS(S)(SM) — Int (2.9.88), Nil; PO(TS)(SM) — Dry, Nil; LS(TS)(SM) — Dry, 1: RS(SM) — Int (14.6.89), 2: LRO(SM) — Int (14.3.89), 1: PO(ME)(L)(SM) — 319, 3: LME(M)(SM) — Int (26.6.88), 7: PO(ME)(M)(SM) — 630, 1: LME(M)(SM) — 345, 4: PO(ME)(O)(SM) — Int (5.7.88), 3: LWE(M)(O)(SM) — Int (18.6.88), 2: PO(ME)(R)(SM) — Int (5.3.90), Nil; LWE(M)(R)(SM) — Int (14.3.88), 3: PO(UW)(SM) — Dry, Nil; POSA(SM) — Int (24.11.89), 1: LSA(SM) — Dry, 2: POWTR(SM) — Int (16.8.88), Nil; LWTR(SM) — Dry, Nil; POCK(SM) — Dry, Nil; LCK(SM) — 438, Nil; POSTD(SM) — Int (20.10.88), Nil; LSTD(SM) — 222, Nil.

POA(AH) — 428, Nil; LA(AH) — 622, Nil; POA(METOC) — 493, 1: LA(METOC) — Int (16.2.90), Nil; POA(PHOT) — 935, Nil; POA(SE) — 270, Nil; LA(SE) — 91, 1: POAC(M) — 521, Nil; POAEM(M) — 105, 3: LAEM(M) — 390, 11: POAEM(R) — Int (3.11.88), 1: LAEM(R) — 241, 1: POAEM(WL) — 143, Nil; LAEM(WL) — 512, 6: POAC — Dry, Nil.

POWREN(R) — 115, 1: LWREN(R) — Int (1.7.89), 4: POWREN(RS) — 90, 1: LWREN(RS) — 135, Nil; POWREN — Int (8.11.88), Nil; POWRENCK — 278, Nil; LWRENCK — Int, Nil; POWRENSTD — 432, Nil; LWRENSTD — 436, Nil; POWRENSA — 281, 1: LWRENSA — Int (23.2.89), 2: POWRENWTR — Int (22.2.89), 3: LWRENWTR — Dry, Nil; POWRENWTR(G) — Int (10.2.89), 1: LWRENWTR(G) — Dry, Nil; POWRENMETOC — 658, Nil; LWRENMETOC — 69, Nil; POWRENPHOT — 658, Nil.

POWRENAEM(M) — 452, Nil; LWRENAEM(M) — 582, 2: POWRENAEM(R) — Dry, Nil; LWRENAEM(R) — Int (7.7.89), Nil; POWRENAEM(WL) — Int (9.3.89), Nil; LWRENAEM(WL) — Int (29.9.88), Nil; POWRENETS — Int (16.3.89), Nil; LWRENETS — Int (14.3.89), Nil; LWRENTL — 449, 2: POWRENSA — Int (21.6.88), Nil; LWRENSA — Int (11.1.89), Nil; POWRENDHYG — 304, Nil; POWRENSDA — Int, Nil; LWRENSDA — 85, 1: POEN(G) — 858, Nil; LEN(G) — Int (18.10.88), 1: PORGN — Dry, 1: LMA(Q) — Dry, Nil.

The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22.

POWREN GA — Dry, Nil; POWREN MT — 523, Nil; LWREN MT — Int, Nil; POWREN TEL — 787, 1.

SD List

THE following candidates have been selected for promotion to Acting Sub-Lieut(E)(MESM) on the Special Duties List:

CCMEAM(L) J. K. Healey and D. J. Leaning, CCMEAM(L) J. M. Ireland and G. A. Lamb, LACCMEAM(L) P. Astley, LACCMEAM(L) S. M. Madders and F. M. Stevenson, CPO-MEA(M) J. C. Burrows, and CPO-MEA(L) D. A. Jones and S. Murray.



Deaths

P. W. Wilson, POWTR RN College Greenwich, August 18.

B. A. Rutherford, MBE, Capt RN Hospital Plymouth, August 24.

E. J. Tompkinson, Lieut-Cdr. HMS St Vincent, August 28.

R. C. Frogatt RS, HMS Cumberland, August 30.

Sir Peter Agnew, Bart. Cdr. (retd). Service included HM ships Hood, Renown, Queen Elizabeth, the Royal Yacht Victoria and Albert, Bedouin, and Kent. Mentioned in Despatches. MP for Camberne 1931-50 and South Worcestershire 1955-66. Aged 90.

Robert (Sam) MacDonald-Hall Cdr (retd). At 75 believed to have been Britain's oldest helicopter pilot. Died in an air crash. Fleet Air Arm service included flying from HM ships York, Eagle, Illustrious, Formidable and Furious. Commanded 801 Squadron. Trustee Fleet Air Arm Museum.



Stourbridge go 'walkies'

MEMBERS of Stourbridge branch are not lacking in stamina and to help raise funds for a guide dog for the blind, they went on a marathon "yomp" at Kidderminster.

Led by Shipmate Brian Hughes, ex-RM, carrying a 120lb. pack, their stalwart effort, helped by donations from

BRANCH NEWS

branches throughout No. 8 Area, raised £1,649.54p.

The organiser of the "yomp" was Shipmate Dave Weaver, the branch vice-chairman.

□ □ □

It was "up spirits" at Liskeard when the branch came home with first prize and the Dennis Cup for their float in

the local carnival. The following celebration did not hinder attendance early next day at Dartmouth for a boat trip. Members also enjoyed a coach trip, organised by Bodmin, to the Royal Tournament at Earls Court.

□ □ □

A poem, titled, "Reflections" and written by Shipmate June Pledger, associate member of Thurrock branch, has been framed, scrolled and illustrated to mark the Queen Mother's 90th birthday.

□ □ □

Pennants and plaques were exchanged when 47 shipmates and their wives from Exmouth visited their "oppos" of Gosport branch. The day's outing included a tour of HMS Warrior and the Mary Rose after which the visitors enjoyed a social evening and a dance organised by Gosport branch.

□ □ □

Kidderminster branch have dedicated their new standard and laid up the old in St John the Baptist Church. The service, attended by almost 500 shipmates and guests, was conducted by the branch chaplain, the Rev. F. Hillebrand. The lesson was read by the General Secretary Capt. Jim Rayner.

Following the service the new standard, donated by Cllr. Bronwen Ingham, in memory of her father, L. Hargreaves ex-RN, was proudly paraded with 34 standards representing branches throughout No. 8 Area and ex-service associations.

□ □ □

The Aldershot branch re-commissioned on August 10, at the town's Military Stadium. Among many distinguished guests were the General Secretary Capt. Jim Rayner and his wife, Trish, Rear-Admiral M. H. Griffin and Mrs. Griffin, and the mayor and mayoress of Rushmore. The ceremony was followed by a social evening.

□ □ □

His many friends in the Scottish Area mourn the loss of Shipmate James W. Robertson, who, after a long illness, crossed the bar on August 18. An expert in RNA ceremonial, he was deputy national council member for Scotland, president



Kids are back in the picture

WHEN news of a theft of a video recorder from the children's ward of Southport and Formby District Hospital reached members of Southport branch they were quick to offer their assistance.

The branch had presented the original video recorder — taken by two men posing as TV repairmen — so they got to work fundraising and soon bought a new model which is now firmly bolted to the wall.

The children are now delighted to be able to

watch their favourite Thomas the Tank video once again.

Pictured presenting the new video recorder is Shipmate Peter Corby, chairman Southport branch, and Dr. Geraldine Boocock, consultant paediatrician.

Looking on are Shipmates Bernard Brooks, Jack Bird and Arnold Johnson, Ward Sister Tina Hill, student nurse Tracy Carter and patients Jane, Nicola, Sarah, Allan and Robert.



A HAPPY celebration took place at Yeovil branch as Shipmate Doug Farge, the chairman, assisted by two pretty cadets from TS Mantle, ceremoniously cut a splendid cake to mark the tenth anniversary of the branch. The birthday party coincided with No 4 Area meeting, hosted by Yeovil, providing all concerned with the opportunity for an enjoyable get-together.

Birthday greetings for Ernie

A GRAND old man of the sea, Shipmate Ernie Russell, who celebrated his 96th birthday last month, is seen here chatting with the Commander-in-Chief Naval Home Command, Admiral Sir Jeremy Black and Lady Black.

As the first president of the CPOs' Mess at HMS Daedalus, his friends there and in Gosport branch have a great affection for Ernie. He became a cadet at the age of 11 years and went on to serve in the two World Wars. The ships he served in include HM ships Black Prince, Agincourt, Emperor of India, the submarine L19 and HMS Warrior, now restored to its former glory in Portsmouth Harbour.



of the area, chairman of the Dunbar branch and president of Tranent branch.

□ □ □

On a visit to his daughter in Canada, Shipmate Jack Harris, social secretary of Dewsbury, Batley and Birstall, had the honour of marching with the Southern Ontario branch in their Battle of the Atlantic memorial parade. Much to his surprise and pleasure he had a call on returning home from Shipmate Bernard Nagle, of the Southern Ontario branch, who was in the UK visiting relatives. The upshot was a great get-together when Shipmate Nagle was entertained by Dewsbury, Batley and Birstall branch.

□ □ □

Since moving to their new Torpoint headquarters, shipmates of Rame Peninsula have enjoyed a busy social programme which included a trip to the Royal Tournament at Earls Court and visits to Antony House garden fete and Millbrook carnival. The branch send best wishes to the new Saltash branch and also to Bude which has dedicated its standard.

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Lieut. Mike Swales (left) and CPO 'Nipper' Naylor have been dubbed 705 Squadron's dynamic duo after returning with the Saab Instru-

ments Trophy — plus the Rockwell Collins Trophy for the best winning performance by a UK crew.

Their success follows another fine performance at the British Helicopter Championships where they came second overall and took away the Babcock and Wilcox Trophy for precision flying.



Riding a wave of popularity

OLD friendships were renewed and many new ones made when ship's company members of HMS Manchester made an action-packed five-day visit to her namesake and affiliated city.

A civic reception was held in Manchester Town Hall and entertainment for the ship's company was provided on a lavish scale.

During her stay the Manchester welcomed nearly 400 visitors from affiliated organisations including the Manchester Association, Manchester WRNS Association, Fleet Air Arm Association, Manchester Naval Officers Association, the 5/8 (Volunteer) Battalion The King's Regiment, and Charlston Primary School.

The stretched Type 42 hosted a Meet the Navy Day with the object of giving young people and careers teachers an insight into the environment of a modern warship.

Seventy children and sixth form pupils visited the ship and a careers forum was held for 30 teachers.

Other schools, Cubs, Scouts, Sea Cadets and the World Ship Society were also entertained on board.

The Manchester's Chief Petty Officers, who had raised £1,200 to buy two much-needed resuscitation trolleys for the Royal Manchester Children's Hospital, made a long-awaited visit to the hospital.

During the visit a cheque for £850 was presented on behalf of the ship's company to go towards the hospital's scanner appeal.

● Above — the HMS Manchester POs cycle team are met by Captain Paul Stone at the end of a 450 mile ride from Campbelltown that raised

£1,850 for Booth Hall Children's Hospital. Back row, left to right are POMEM Al Denham, POMEM Brian Logan, POWEA Jason Ceaser, POWEA Eddie Over and PO(M) Ian Sheriden. Front row: PO(R) Mick Whitehouse and POMEM Brendan McGlinchy.

A little berth in Singapore

IT is 15 years since the last British forces left Singapore — but the Royal Navy still takes care of over 100 ships a year there.

The UK still has the use of several berths and control of the Senoko Oil Fuel Depot, providing dockyard services for visiting ships from the United States, the Five Power Defence Arrangement and many other countries.

Lined up behind HMNZS Endeavour, Waikato and Wellington here, enjoying the facilities administered by Lieut.-Cdr. Jeff Hanson and PO Wtr Neill Stokes, are the Hong Kong patrol craft HMS Plover and the Type 22 frigate HMS Battleaxe. They were joined by HMAS Perth and Swan for Exercise Starfish.

NO CONQUEST



Greenpeace demonstrators brought a moment of drama to HMS Conqueror's last voyage as she arrived to decommission at Devonport.

Her escort, the fishery protection vessel HMS Anglesey, spotted three fast-moving inflatables heading towards her — and sent her Sea Riders to intercept.

They kept them at bay for half-an-hour before police reinforcements arrived and arrested all nine of the protesters.

The Anglesey had earlier come to the rescue of a pair of stranded fishing vessels.

When the St Ulys broke down the Britannia 4 had attempted to tow and then fouled her propeller. Anglesey towed them both back to harbour at Newlyn — and spared them the rigours of a routine "fish boarding".



Not too hot for Navy crowds



Though the "gate" was a little lower than last year at 70,000, the fine weather over Portsmouth Navy Days week-end did not lure too many visitors off to the beach.

Hot sunshine does not usually make for patient queues — but many families were prepared to wait for over an hour to tour the carriers HMS Ark Royal and HMS Invincible, star attractions of the three-day event.

The Type 42 destroyer HMS Gloucester had to be withdrawn to prepare for Gulf duty — but HMS Bristol and the assault ship HMS Intrepid were among the bigger crowd pullers along with the aviation training ship RFA Argus, making her first appearance at Navy Days.

The visiting Dutch frigate HMNL Philips van Almonde and the West German mine countermeasures vessels FGS Schleswig and Gottingen also opened their doors to the public.

Earlier, naval enthusiasts at Portland had the chance to tour the latest type 23 frigate HMS Norfolk — and watch an air display featuring modern jets and helicopters as well as historic aircraft.

One of the star turns was a Catalina flying boat which touched down in Portland harbour, one of the few places where it can operate to its full potential.

● Above — the Catalina approaches the Type 22 frigates HMS Brilliant and HMS Cumberland and the visiting West German frigate FGS Lubeck, open for Navy Days in Portland Harbour. Left — Two young visitors at Portsmouth get a grandstand view of HMS Gloucester from the flight deck of HMS Invincible.

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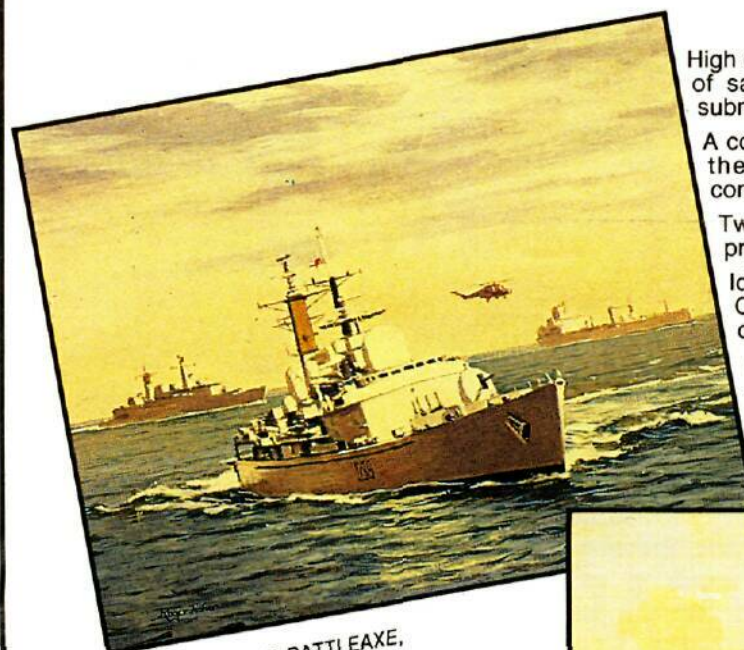
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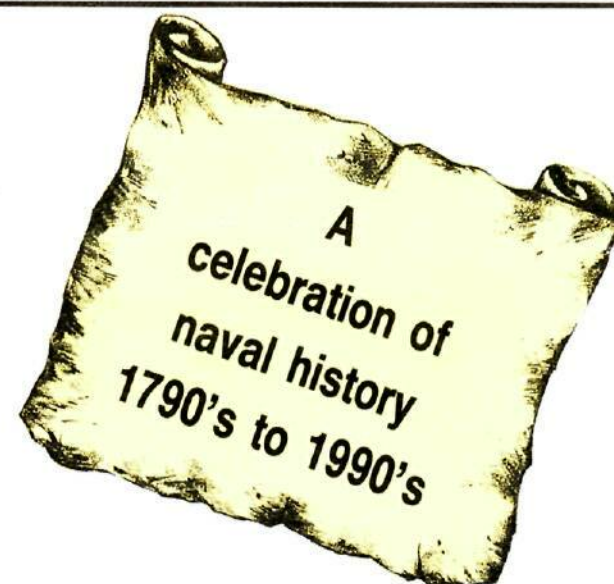
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At Your Service



Reunions

HMS Hermes reunion will be held on April 20/21, at the Royal Fleet Club, Devonport. For details contact: Mr. P. J. Baptie, 16 Virginia Close, New Malden, Surrey KT3 3RB.

River Plate Veterans' Association are holding the 51st anniversary reunion of the Battle of the River Plate at the Mayflower Post Hotel, The Hoe, Plymouth on Dec. 8, starting with a commemorative service at the RN Memorial on Plymouth Hoe at 1100, followed in the evening by a reunion dinner at 1930. Further details from: Mr. R. A. Fogwill, 96 Hartop Road, St Mary's Church, Torquay, Devon TQ1 4QJ enclosing a stamped addressed envelope.

Ton Class Assn annual general meeting and reunion dinner took place on Sept. 22, at Portsmouth. Further details from Mr. Jack Worth, "Amethyst", Lerryn, Lostwithiel, Cornwall PL22 0QF.

Assn of WRNS: The Norfolk branch are holding a reunion lunch on Oct. 22, at Norwich City College Restaurant. Tickets (£7.50) and details from Brenda Chapman, 62 Intwood Road, Cringleford, Norwich NR4 6TH.

Canadian Tribals: Those who served in the Tribal Class ships are invited to a reunion in Toronto, Canada, on June 15 to 18. It will be held at HMCS Haida, and will be hosted by the Canadian Tribal Group. Further details from: Mr. Jas Henry, 7 Brompton Drive, Scarborough, Ontario M1P 4B7, Canada.

Bowling Park WRNS are holding a dance on Dec. 6, at the Royal Naval Association Club. Tickets £2 from Kathy Townsend, 84 Moss Lane, Latham, Lancs L40 4AN, enclosing stamped addressed envelope.

HMS Royal Oak reunion takes place over weekend Oct. 12 to 14. There will be a get-together on Friday, Oct. 12, at the RNOCA Club, Lake Road, Portsmouth at 1930, followed by Oct. 13, by a wreath laying ceremony at the RN Memorial, Southsea at 11.15 a.m. and a service in St Ann's Church at 10 a.m., on Oct. 14. Further details from Mr. H. J. Instance, 26 Southwick Ave., Portchester PO16 8JE.

HMS Trafalgar (1959-61): The second reunion takes place at the Royal Sailors' Home Club, Portsmouth, on Nov. 24. Details from: Mr. A. Senior, Corner Shop, 1 Mileham Road, Litcham, Kings Lynn, Norfolk PE32 2NZ.

HM Ships Hecla and Shah: Survivors of the Hecla (1940-42) and old shipmates of the Shah (1943-45), interested in a reunion contact Mr. Harry Cliffe, Oaktree Cottage, Post Office Lane, Norley, Warrington, Cheshire WA6 8JJ.

HMS Ajax (River Plate Veterans) reunion takes place on Oct. 24, at the Victory Services Club, London. Details from: Mr. E. Smith, 18 Will Adams Court, Jeffery Street, Gillingham, Kent ME7 1EZ.

HMS Barham Survivors Assn: The 49th wreath laying ceremony takes place on Nov. 24, at 1400 hrs, in Westminster Abbey. Those attending are requested to wear decorations and medals. Details from Percy Cullum (0903 63550) or George Parker (0252 21350).

FAA Assn: The Bournemouth and District branch meet the Gunners Club at 2000, on the last Friday of the month. Details from Mr. Fred Towler, 133 West Way, Bournemouth, Dorset.

RN Patrol Service Assn: The Scarborough branch meet on the first Sat of the month at 11 a.m. in the Lord Nelson Hotel, Foreshore Road, Scarborough, N. Yorks.

Algerines Assn: The seventh reunion of those who served in the Algerine class of Fleet minesweepers/fishery protection (1942-62) will take place at Blackpool over weekend May 31 to June 2. Full details from Mr. Jack Williams, 395 Lytham Road, Blackpool FY4 1EB.

Corfu Channel Naval Assn reunion will take place at the Diplomat Hotel, Cardiff, on Oct. 20, with buffet supper or dinner at 8 p.m. Those not notified contact Doug Francis, 226 Greenway Road, Rumney, Cardiff CF3 8PP.

313 Kings' Squad Royal Marines reunion will take place in Portsmouth, April, 1991. For details contact: S. G. Cooke, 3 The Florins, Purbrook, Portsmouth PO7 5FJ.

HMS Royal Arthur Assn fourth reunion will be held in Skegness, April 25 to 28. Details from Mr. B. Harris, 22 Well Terrace, Clitheroe, Lancs BB7 2AD.

HMS Edinburgh Survivors Assn: A memorial service held in the chapel of the RN Hospital, Stonehouse, Plymouth, was attended by 33 members. Those unable to attend contributed to the collection which raised a total of £200 for the Royal National Lifeboat Institution.

360 Squadron Royal Air Force, will be 25 years old in 1991. If you wish to join the celebrations contact: The Adjutant, 360 Squadron, RAF Wyton, Huntingdon, Cambs PE17 2EA.

HMS Tattoo (1943-45): The third reunion was held in Portsmouth. Any crew members not in touch contact: Mr. Arthur "Joe" Rue, 30 East Drive, Blunsdon Abbey, Swindon, Wilts SN2 4DP.

23rd Destroyer Flotilla: The second reunion, held in the WOs' and CPOs' Mess, HMS Nelson was attended by Rear Admirals Ballou and Watson and 60 shipmates. Further details from: Mr. Bill Swift, 37 New Road, Lovedean, Nr. Portsmouth PO8 9RU.

HMS Wolfhound (1940-45): Former crew members of 1940/41 and 1943/45 commissions are invited to a reunion on May 17, 1991, at the Union Jack Club, London. For details contact: Lieut-Cdr J. Benians, Woodstock, Pond Road, Headley, Bordon, Hants GU35 8NN.

10th Destroyer Flotilla: A reunion will be held in London Nov 11, for those who served in HM Ships Ashanti, Tartar, Nubian, Eskimo, Javelin, ORP Blyskawica, ORP Piorun, HMCS Haida, Huron, Atabaskan, Iroquois, Black Prince and Belona. Details from: Mr. John Bull, 1 Pearl Close, Beckton, East Ham, London E6 4QY.

Cape Matapan Survivors: The seventh reunion of British and Italian survivors of the battle of Cape Matapan will take place at Follonica, Italy, on March 28th 1991. Further details from: Mr. Stenio Mezzetti, Via Roma, No 44, 58022 Follonica (GR) Italy.

HMS Burnham Assn: The 11th reunion will take place over weekend April 19 to 21, at Burnham-on-Sea. Details from: Mr. "Sam" Langford, 50 Drew Gardens, Greenford, Middx UB6 7QG.

Combined Services Reunion: A new venue has been found for the annual reunion to be held on May 4, 1991, at the Main Halls of Oakley Centre, West Street, Crewe. This new venue allows more room for displays and the muster of ex-Service and Service standards. Further details from: Mr. J. Davies, 18 Alton Street, Crewe, Cheshire CW2 7QQ.

HMS Ramillies: The first reunion will be held in Blackpool over weekend April 26 to 29, 1991. Details from: Mr. Eric S. Marks, 3 Kendal Ave., Thornton-Cleveleys, Blackpool, Lancs FY5 2LY enclosing stamped addressed envelope.

Benbow Division FAA Apps: It is planned to hold a 50th anniversary reunion for FAA apprentices (Sept entry 1941), in Sept 1991. Ex-Benbow who may be interested contact: Mr. M. W. Harrington, 9 Weymouth Close, Chertsey, Surrey KT16 8PG.

HMS Bulwark (1979-81): It is hoped to hold a reunion of Air Engineering and Air departments of the last commission next year, possibly around Easter, in Portsmouth. Those interested contact: Sub-Lieut. John Scriver, Air Traffic Control, RNAS Yeovilton, Somerset.

The Rats of Tobruk Assn: To celebrate the first land victory of the Second World War those who were on the Tobruk run, 1941, are invited to a dinner-dance on May 13, in London. Further details from: Mr. P. E. Clarke, 14 Kenway Road, Earls Court, London SW5 0RR.

HMS Chinkara (1944-46): For details of the second reunion of former members of the Landing Craft Base, South India, to be held May 24/25, 1991, contact: Mr. Collin M. Baker, Malkin Farm Cottage, Blackpool Old Road, L2, Eccleston, Preston, PP2 0YQ, who can also supply a list of Chinkara contacts.

HMS Vesper (1943-45): Mr. A. T. Webb, 11 Nemes Way, Emerson Park, Hornchurch, Essex RM11 2QY, would be pleased to receive a photograph of the Vesper and would like to hear from old shipmates interested in a reunion.

RN Patrol Service (IOM) assn: For details of a mini reunion to be held April 22 to 29, contact: Isle of Man Dept of Tourism, 13 Victoria Street, Douglas, IOM. Other reunions taking place during that week include one to mark the 50th anniversary of HMS Valkyrie, HMS St George, HMS Urely and Royal Marines of Howstrake Camp.

HMS Mauritius: A reunion is planned to take place at York, May, 1991. Ex-crew members wishing to attend contact: Mr. L. Furness, 38 Langdale Ave, Fairfield, Grimsby, S. Humberside DN33 3HN enclosing stamped addressed envelope.

Arctic Campaign Veterans: The North Russia Club are arranging two reunions in the USSR during 1991 from May 4 to 11th in Murmansk, to celebrate the 46th Victory Day and from Oct 5 to 12, in Murmansk and Archangel, to celebrate the 50th anniversary of the first Arctic convoy. Charter aircraft direct from UK to Murmansk will be available. Veterans or groups interested contact: Mr. R. D. Squares, secretary North Russia Club, 28 Westrook Road, Gateacre, Liverpool L25 2PX.

HM Ships Prince of Wales & Repulse: To mark the 50th anniversary of the loss of the Prince of Wales and the Repulse survivors will make a pilgrimage to Singapore, in December, 1991, where a commemorative and memorial service will be held. Survivors of HM Ships, Electra, Express, Tenacious and HMS Vampire are welcome to attend. Details from: Mr. Tom Fitzsimmons, 205 Aycliffe Road, Borehamwood, Herts WD6 4AA.

HMS St Vincent (1953) H176 Class: Mr. Tony Hermitage, 7A Eastgate St, Winchester, Hants SO23 8EB, wants to contact D-178 members also J. B. Day and R. Hudson with view a reunion on the 10th of November, 1990.

Tribal Class Assn: The 12th reunion will be held on Nov 11 with a parade past the Cenotaph and a boat cruise afterwards. Those who served in HM Ships Ashanti, Bedouin, Cossack, Eskimo, Gurkha, Maori, Mashone, Matabele, Mohawk, Nubian, Punjabi, Sikh, Somali, Tartar and Zulu welcome. Details from: Mr. John Bull, 1 Pearl Close, Beckton, East Ham, London E6 4QY.

HMS Manchester Assn: A commemorative service and the dedication of the plaque for the first president, Capt H. Drew, will be held in Oswestry on Nov 10. A service will be held in St Ann's Church, HM Naval Base, on Nov 25. Those who plan to attend should give details in advance to Mr. L. McDonald, 37 Edmund Road, Southsea, Hants PO4 0LL.

LST Club: The first reunion will be held at Stratford-upon-Avon on Nov 3. Those interested contact: Mr. C. Maxwell, 45 New Road, Water Orton, Birmingham B46 1QP.

HMS Ocean Assn: Third reunion dinner will be held at the Claremont Hotel, 324-326 Hagley Road, Edgbaston, Birmingham on Nov 3. Details from: Mrs. J. Knowlson, 15 East Ave, Burnage Garden Village, Manchester M19 2NR.

TS Cheltenham SCC (1956-60): A reunion of former officers, instructors and cadets is being planned. For details contact: Mr. Steve Smith, 31 Farners End, Quedgeley, Gloucester GL2 6WA.

HMS Whitesand Bay Assn: The third reunion will be held at the Union Jack Club, London on Feb 2. Further details from Mr. W. Westbrook, 21 Kildare Court, Barcombe Close, Eastbourne, E/Sussex BN20 8HU or Mr. G. Peat, 2 Ashfield Ave, Beeston, Nottingham NG9 1PY.

MTE Rosyth 1941 (Rodney Division): Now is the time to think about when and where to hold the 50th anniversary reunion. Those interested contact: Mr. Bill Dendle (0752-364056) or Mr. David Wheeler (0256-476136).

HMS Bellona: A reunion will be held in the Victory Club, Marble Arch, London on Jan 26, to which ex-crew members of other "chummy" ships are welcome. Further details from: Mr. Arthur J. Willis, 83 Briar Road, Shepperton, Middx TW17 0JB.

Calling Old Shipmates

HMS Ganges (21 recruitment): Mr. Buck Taylor and CPOCK Bob Gorman want to contact SAs and CKs with view a reunion, especially Steve Crosswell, Kev Walsh, Trev Foster, Paul Waring and Rod Ellis. Contact Bob (0436-74321 ext 429) or Buck on ext 6338.

HMS Repulse: Mr. T. Fitzsimmons, 205 Aycliffe Road, Borehamwood, Herts WD6 4AA, seeks information concerning "Yanto" ex-Tels, Frank "Taffy" Bowen and Frank Salisbury, survivors of the Repulse.

HMS Spanker: Mr. John Richardson, 72 Slade Road, Portishead, Bristol BS20 9BH, who served from 1943 to 1945 as LDG Wirmen (MS), would be pleased to hear from old shipmates.

LCO 488 SEAC (Cochin to Singapore): Ex-POCoxswain P. C. Ward, 90 Meadow Way, Jaywick, Clacton-on-Sea, Essex CO15 2SE, would welcome news of former shipmates.

HMS Caradoc (1940-41): Mr. H. J. "Rucky" Van Der Merwe, c/o Campbell, 13 Clydesdale Road, Box, Nr. Corsham, Wilts SN14 9EN, wants to trace his old shipmate Mr. Jenkins or "Jenks", who served with him until they parted in Colombo, Ceylon.

HM Rescue Tug Prosperous (1946): Mr. Bob Durrant, 151 St Margaret's Road, Lowestoft, Suffolk NR32 4WP, would be pleased to hear from old shipmates.

805 Squadron: Mr. Andy Cunliffe, 3 Windlehurst Avenue, St Helens, Merseyside WA10 6UF, who served as an armourer in Crete and in the western desert (1941-43), would welcome news of old shipmates.

HMS Verity (1943-44): Mr. J. Woolley, 29 Redwell Road, Gloucester GL4 9HQ would like to hear from old shipmates also of HM Ships Wolverine and Malcolm.

HM Destroyer Squadron (1959-61): Mr. A. Senior, Corner Shop, 1 Mileham Road, Litcham, Kings Lynn, Norfolk PE32 2NZ, wants to hear from old shipmates with view a reunion, following the success of the "Capt D" HMS Trafalgar reunion.

San Diego 1968/9: Mr. Charles Wilcox and wife, 1533 Preston Road, Naperville, Illinois, USA 60563 (tel 312-961-1433) want to contact their old friend, Cdr. Ian Pearson and his wife, Peggie, who served at the Fleet Anti Air Warfare Training Centre, San Diego 1968/9.

821 RN Air Squadron, Albacores: Mr. K. L. F. Bennett, 28 Sedgley Road, Winton, Bournemouth, Dorset BH9 2JW, wishes to contact former squadron members who served under Mr. Newsom RM in the Western desert and in Malta, 1941-42.

HMS Windsor (1940-43): Following a successful mini-reunion held in the home of Rear Admiral Derrick Hetherington, the ship's former Commanding Officer, Mr. T. Vann, 19 Thurcaston Road, Belgrave, Leicester LE4 5PH, wants to contact former members of the ship's company with view organising a reunion.

HMS Colombo: Mr. W. G. Fennell, 1644 Nelson Street, Apt 2302, Vancouver V6G 2Y9, British Columbia, Canada, wants to get in touch with his old shipmate, Sydney MacFarlane, guitarist in the Colombo dance band during the Second World War.

LB21 (1943-44) and LCI (L) 209 (1944-46): Mr. A. G. Favis, 113 Church Street, Eastwood, Nottingham NG16 3HR wants to contact old shipmates, especially G. Knowles, T. Key, the two Gibsons from Ayr and F. Groom.

HM Ships Lynx and Jaguar (1964-67): Ex-WOCH, L. W. Carpenter, 35 Pinewood Park, Ladies Mile Road, Borevilet 7945, Capetown OCE, S. Africa, wants to contact former POC(O) "Shiner" Wright who was best man at his wedding in Portsmouth in 1966.

HMS Jaguar (1942): Mr. T. Griffiths, survivor of the Jaguar, torpedoed March, 1942, would be pleased to hear from other survivors. He can be contacted c/o his niece, Mrs. L. E. Gay, 33 Meadow, Southgate N14 6NJ.

HMS Rodney: Ex-Ltd Wireman R. G. Bill Jackson, 13 Temple Street, Nelson, Lancs BB9 0TE, would be pleased to hear from old shipmates, also from former classmates of the Trevor Rifle Range, Torpoint, November, 1940, and later HMS St Vincent where electrical exams were taken before returning to HMS Delancey.

Dundonald-Portsmouth 1943: Mr. M. Coleman, c/o 61 Foundry Avenue, Leeds LS9 6BY, wants to get in touch with his old shipmate, ex-AB L. T. Baker who served with him from 1943 until demob in April, 1946.

HMS St George 1946: Mr. H. Harrison, 1 Shipton Close, Strethley Park, Telford TF3 1RN, would be pleased to hear from fellow shipmates of his training days at HMS St George.

HMS Tenby: Mr. W. Lawrence, 20 Thornhill Place, Armly, Leeds LS12 4LQ would be pleased to hear from anyone who served in Bangor sweepers, or who can supply him with photographs.

Field Gun Winners, 1951: A search has been launched to find members of a National Service Navy field gun crew, which won a competition at Victoria Barracks, Southsea, in July 1951. If anyone can help contact: Mr. Martin Powell, The Wordsmiths Press, The Clifton Dispensary, 13 Dowry Square, Bristol BS8 4SL (tel 0272-254269).

HMS Kent (1938-41): Ex-Yeoman of Signals wishes to hear from signal staff colleagues. Contact: Mr. Ron Sunderland, "Coronella", Corbett Road, Kidderminster DY11 5LW, especially those on board during the bombardment of Bardia.

HMS Unicorn (1942-46): Mr. R. M. Draper, 220 Commercial Way, Peckham, London SE15 1PT, would be pleased to hear from former crew and Fleet Air Arm members.

HMS Jaguar (1961-63): Mr. F. Wickenden, 33 Sandhurst Ave, Pembury, Tunbridge Wells, Kent TN2 4JZ, would like to hear from former shipmate, Whitey Whitman, also Jim Prowling, last seen Singapore and Rowner, Portsmouth, 1967.

DEP SCALANT (USA 1980-82): Those who served with Admiral Rusby, interested in meeting again, contact CPOSTD P. Beech, Flotilla House, South Yard, HM Naval Base, Devonport, Plymouth.

HMS Jaseur (1950-52): Ex-AB Bob (Bungy) Williams, 6 The Close, Corton, Lowestoft, Suffolk NR32 5JA, would like to hear from ex-Lt Sig G. (Geoff) Girdlestone, who served with him in the Far East.

LCF 36 (1943-45): Mr. George Thorpe, 34 Colewood Road, Whitstable, Kent CT5 2RP, and Mr. Frank Hynes, 92 The Avenue, Linthorpe, Middlesbrough, Cleveland TS5 6RT, would be pleased to hear from old shipmates with view an informal get-together.

HMS Dundonald 2 (May/Dec 1946): Mr. R. Wilson, 57 Appletongate, Newark, Notts NG24 1LN, would like to hear from RPO Littlewood, Sig Har (Edinburgh), Coder Jeffries (Thurso), Sig Arthur Rose, Sig Reg Popham, ex-Class 180 HMS Royal Arthur, "Pedlar" Palmer, all of whom were billeted D2 Room 5.

HMS Black Swan (Hong Kong, 1949): Mr. Jack Sinclair, 20 Albion Terrace, Retford, Notts, wants to get in touch with any of the Boy Seamen who were drafted from HMS Jamaica to the Black Swan, especially Steve "Geordie" Heywood, Dennis Gallie and Johnny Sheen.

HMS Linaria: Mr. E. J. Brown, 674 East Coast Road, Browns Bay, Auckland 10, New Zealand, wants to hear from former crew of the Flower Class corvette, built in Midland, Ontario, Canada, especially Asdic ratings, Sam Wells from the IOW and Shorty Dunn, from the IOM.

LCT445 Ex-PO Trevor Taylor, 28 Fyfield Ave, Swindon, Wilts SN3 1EA, wants to get in touch with ex-Wireman "Spider" Kelly of Horwich, Mr Bolton, and ex-AB Johnny Williams of Mexborough, who served aboard the LCT 445 during the Second World War.

HMS Belvoir (1942-46): Mr. L. Harvey, 46 Thorpewood Ave, Sydenham, London SE26 4BX, is preparing a short history of the wartime career of the Belvoir and would appreciate any reminiscences and details.

HMS Valiant: Jutland veteran, Mr. J. Cusick, 41 Spink Lane, Woodhouse South, Sheffield, South Yorks, would be pleased to hear from old shipmates.

VS Class 63 HMS Collingwood (1942): Mr. Frank Sparks, 3 Barnpool, Shipham, Winccombe, Avon, BS25 1SS, would be pleased to hear from old shipmates, especially P. Egan, J. Tolson, M. Alcock, J. E. Harris and T. O'Connor.

O488 (100ft. ML) D-Day: Mr. C. A. Senior, 39 Chestnut Ave., Stockbridge, Sheffield, S30 5AT, wants to hear from old shipmates, especially AB Pritchard and Tel. Burrows, also from members of Class 24, HMS Cressy, Dundee, Sept., 1943.

HMS Indefatigable (1944-46): Mr. Dick King, 5 Tippetell Lane, St Albans, Herts, AL2 3HJ, is interested in hearing from ratings and POs of 826-820 squadrons.

HMS Courageous (1971-74): Mr. Patrick McMullen, who also served in Stonehouse (1968-71), would dearly like to hear from old shipmates, especially Carl Ananadin, Joe Valeta, Pedro and John Smith (PJ). They should contact: Maureen Cox, 567 Auckland Drive, Chelmsley Wood, Birmingham, B36 0SW.

HM Ships Primula and Cyclops: Mr. R. (Tim) McCoy, 14 St Andrew's Square, Surbiton, Surrey, KT6 4EA, would be pleased to hear from old shipmates of the corvette Primula and also Fred Noble and Harry Wilde of the Cyclops.

HMS Anthony: C. T. Carter, 2 Aldbury Road, Rickmansworth, Herts, WD3 2LJ, would be pleased to hear from Charles Pawson, who once lived at Bath Road, Edmonton, London.

Harland Class RNB Portsmouth: Mr. G. Whitehouse and L. Marvell, c/o RNA Club, Bull Lane, West Bromwich, West Midlands, B70 9PB, would like to hear from former classmates, July 1935.

HMS Royal Arthur (1940): Mr. H. Edgington, 34 Riversway, Poulton Le Fylde, Lancs, FY6 7JT, would like to trace members of class 129, who joined Oct. 28, 1940, with view to a reunion 50 years on.

HMML126 (1941-43): Mr. J. "Hokey" Walker, 8 Argyle Road, Chadderton, Oldham, OL9 8AL, would like to hear from ex-crew members of the 126, with view to a reunion.

HMS Royal Arthur (1943): Mr. Bill Gibson, 27 Earl Street, Colne, Lancashire, BB8 0SB, would be pleased to hear from shipmates (O) Stewards, especially John George of Chester-le-Street, Co. Durham, who served in the Royal Arthur from Oct. 26, 1943 to early Nov. 1943.

HMS Hermes (1974): Mr. William Heaps, 2 Ash Grove, Johnstown, Carmarthen, Dyfed, S. Wales, SA31 3PY, would welcome news of old shipmates, especially CK A. T. Rogers and CK Tony Bonner, he would also welcome photographs of the ship.

W/T Branch, Cumberland (1939-41): Mr. Martin Clapp, The Cumberland Assn., 123 Queen's Avenue, Pontefract, W. Yorkshire, WF8 4SF, on behalf of Red Redgrave, who lives in Capetown, wants to contact Taff Evans and Ken Baisdon.

ML336 (1944-45): Mr. H. Horrocks, 23 Dixon Street, Westhoughton, Nr. Bolton, Lancs., would like to hear from old shipmates of the ML336, 28 Flotilla Med.

HMS Guardian (1934-35): Mr. Bill "Taffy" Jones, 52A Broadway, Tolworth, Surbiton, Surrey, KT6 7HR, would be pleased to hear from former classmates, especially Jimmy Colthard, of Liverpool, survivor of HMS Repulse.

MTB 763 (1944-45): Mr. Bill Handley, ex-PO M/M, 40 Ospringe Street, Faversham, Kent, ME13 8TN, would like to hear from former shipmates with view to a reunion — 12 already contacted.

Falklands Islands, Sept 1968: Lieut. P. Orchard RN (ret'd), Higher Totnell Farm, Leigh, Sherrborne, Dorset DT9 6HT, wants to contact ex-Shipwright Ron "Chippy" Hodgson of Park Gate, Southampton, and David "Spike" Hughes, ex-LREM of Nottingham, who were members of the first relief party for Naval Party 8902 — Hovercraft Unit, which left Port Stanley, Sept 1968.

Woolwich First Commission (1936-38): The chaplain, the Rev F. L. Pocock, 55 Balfour Road, Walmer, Deal CT14 7HY, would be pleased to hear from former members of the commission.

HMS Llandaff (1972/73): Mr. B. Lambert, 20 Wallace Road, Plympton, Plymouth, Devon PL7 3JN, wants to contact ex-CEA Jim Hough, who was a member of the "Three Musketeers", HMS Pembroke.

Royal Hospital School (1939-42): Mr. H. C. Taylor, 14 James St, Frankston, Victoria, Australia 3199, wants to hear from former classmates of St Vincent House (1939-42) and the Duke of York boys mess (1942-43), especially J. H. Cooper, Freddy Swindells, and D. J. Jones. He would also like to contact Leslie Samuel Gossley, who was with him in the Royal Hospital School and joined the Navy via HMS St George, IOM 1942 and went on to serve in HMS Indomitable.

SS Warfield and Filleigh (1942-43): Mr. A. E. Harrison, 158 The Fordrough, West Heath, Birmingham B31 3LS, would like to hear from survivors of the Warfield, sunk Aug 14, 1943, also any of the crew of the Filleigh in convoy from N. York to Liverpool, Jan 1942.

HMS Ocean Assn: Former members who wish to join the association, contact: Mr. R. E. Thompson, 1 Highbury Ave, Cantley, Doncaster DN4 6AW.

HMS Cairo (1939-42): Mr. J. J. Harris, 72 St Leonards Caravan Park, West Moors, Wimborne, Dorset BH22 0AQ would be pleased to hear from old shipmates.

HMS Scotia (441 class) 1945: Mr. R. Finch, 108 Orford Road, Warrington, Cheshire WA2 7TH, is trying to contact ex-Sig Alan James Cecil Slatter, who served until 1953, with view a class reunion arranged for Spring.

HM's Unswerving (1944): Mr. Alfred Neusser, 165 Toledo Street, St Augustine, Florida 32086 USA, was onboard the German ship, Berta, sunk by the Unswerving in the Aegean, 1944. He would like to hear from any of the submarine's crew.

HM LST 5: Ex-POMM A. H. Pembroke, 62 Hill Road, Mitchem, Surrey CR4 2HR, would like to hear from old shipmates who served in LSTs from early 1944, until commission ended in Singapore in late 1945.

Loch Class A/S frigates: Lieut-Cdr G. B. Mason RN (Rtd), 2 Horseshoe Drive, Bristol BS9 1SU, is researching into Loch class A/S frigates with a project to cover Bay class AA frigates, HMS Survey Ships, Cook, Dalrymple, Dampier, Owen, together with Despatch vessels, Alert and Surprise, as well as the Depot Ships, Derby Haven and Woodbridge Haven. Any information from those who served in these ships would be valued.

Capt Mazzine (Max) Grimshaw, who was in RASC during the Second World War and may have been involved in SCE operations, involving a submarine or small surface craft, or in the cease-fire negotiations in Italy and may have been awarded a French decoration — information about him is required by Lieut-Cdr. (SCC) R. B. Jones RNR, 116 Half Road, Scarisbrick, Ormskirk, Lancs L40 9QF.

HMS Illustrious de-commissioning book: Mr. Thomas Edwin (Ted) Wilcock, now living in Australia, who served in the Illustrious during the Second World War, would appreciate a copy of the de-commissioning book by Kenneth Pullman, containing a list of the crew members. If not available, he would appreciate a photo-stated copy of the crew list. Contact: Mrs. E. Lee, 134 Parsonage Road, Rainham, Essex RM13 9LF.

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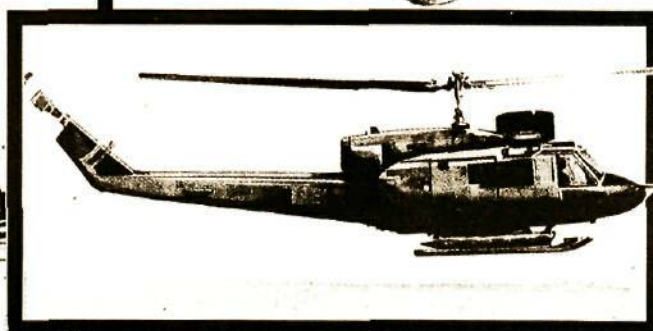
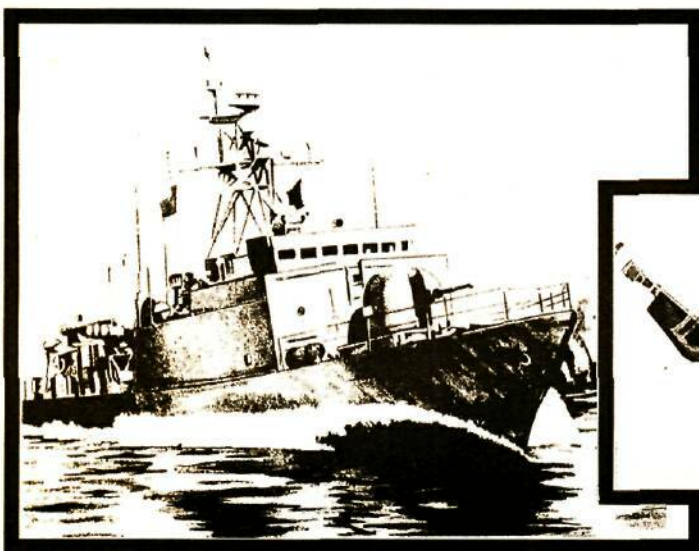
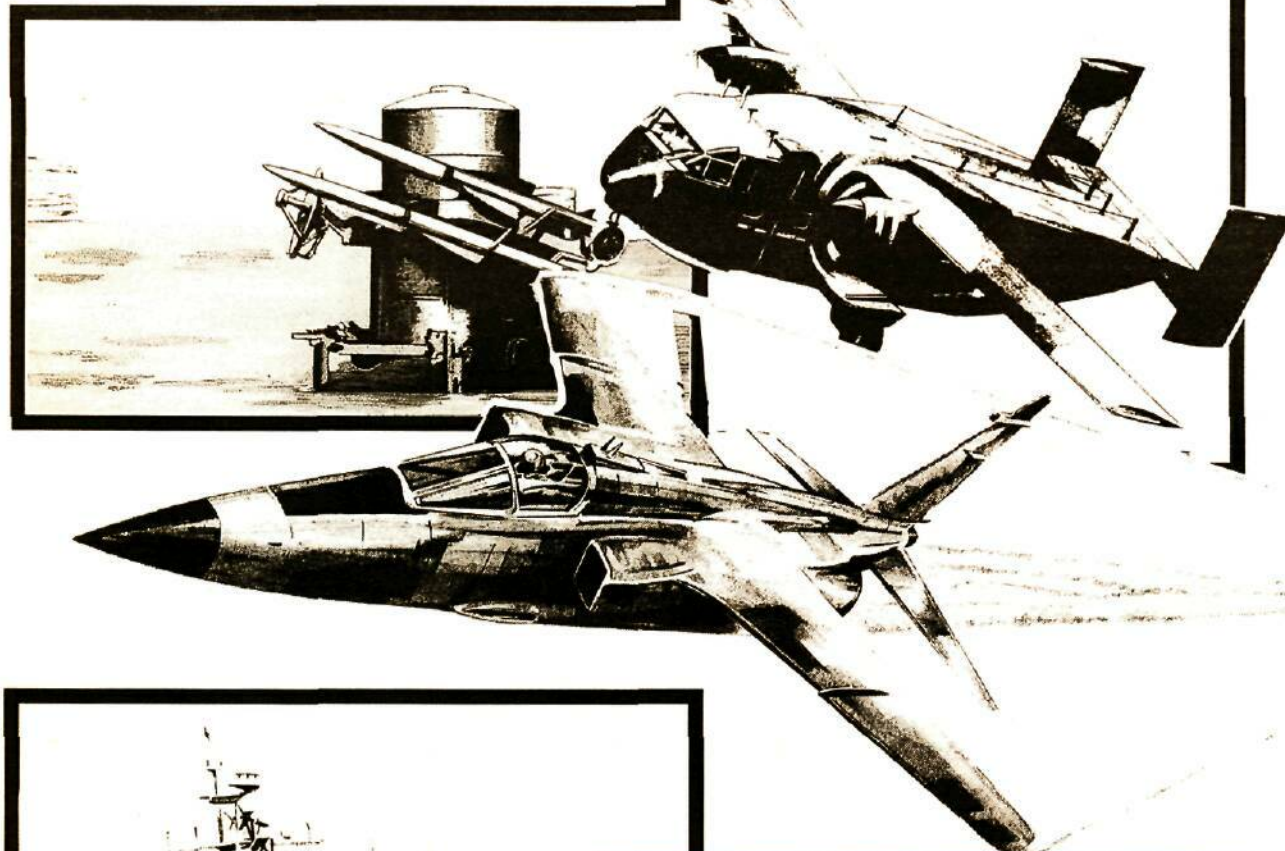
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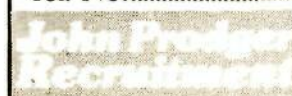
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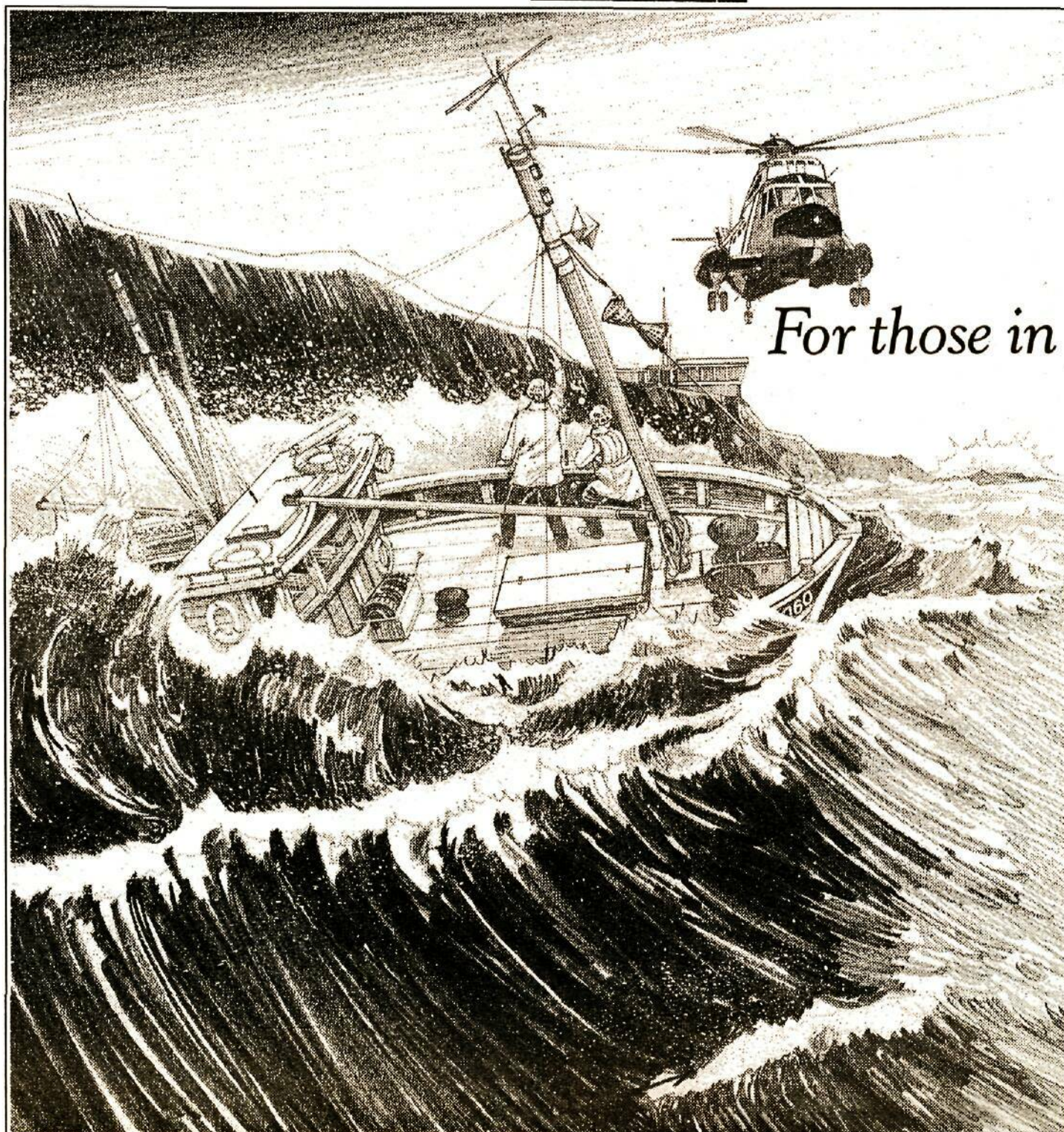
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HM COASTGUARD

VC on show at naval museum

THE Victoria Cross won by Cdr. Loftus Jones at the Battle of Jutland in 1916 has been presented by his descendants to the Royal Naval Museum in Portsmouth.

A Hampshire man, Cdr. Jones commanded the destroyer HMS Shark at Jutland and

took part in a gallant torpedo attack on the massive German battle fleet.

Although his ship was badly damaged and he had lost a leg, Cdr. Jones and his men continued to fight until the Shark was sunk under them. His body was washed up in Sweden and was buried in Fiskebakskil churchyard. He was awarded a posthumous VC.

Since then Cdr. Jones' VC has been in the keeping of his family, although some of his relics, including his journals and the battered lifebelt of HMS Shark, have been on loan to the National Maritime Museum in London.

Now these relics have been transferred to Portsmouth and will be on show in the Royal Naval Museum's special section devoted to the Battle of Jutland.

And, thanks to the generosity of the Jones family, the display will include the VC and accompanying medals.

The VC was formally handed over by the family to Rear-Admiral John Warsop, chairman of the Museum's Society of Friends.

The Royal Naval Museum at Portsmouth has also seen the opening of a new centre for naval research. Housed in one of the Georgian storehouses that once supplied Nelson's fleet, the 12,000 volume King Alfred Library includes many standard naval reference works together with an extensive collection of books relating to the lives of naval personnel of all types and from all periods.

Additionally there is a collection of standard reference works, the main centrepieces being a complete run of The Times from 1824 to 1988 and a similar run of Parliamentary papers.

The library will be open to the public on an appointment basis and would-be readers can apply for a special ticket which is free.

● REAR-Admiral Jonathan Tod, then Flag Officer Portsmouth, "clocked in" to his naval base when he officially reopened the Portsmouth Royal Dockyard Historical Society exhibition.

Using an old time clock salvaged by the society following the rundown of the Dockyard, Rear-Admiral Tod punched his card and became a yard boy/sweeper for his visit.

The free exhibition in the historic dockyard tells the story of generations of Portsmouth families who helped to service the Fleet.



Pleasure for Penelope

WHEN HMS Penelope called at Blackpool some of her sailors finished up on a somewhat smaller frigate. They are pictured at Blackpool Pleasure Beach where they drew a crowd navigating the waters of Funshineland.

Cdr. Nigel Bray and his officers were also entertained by the amusement park owners at the opening of the Hot Ice show.

CARIBBEAN CONNECTION

FOUR instructors from HMS Royal Arthur enjoyed a welcome change of scene when they spent three weeks in Barbados, training Caribbean security forces.

WO(ACMN) Alf Tupper, POPT Andy Aindow, POAEM Clive Lockett and PO(AH) Nigel Evans put 22 police and Coast Guard students through the Royal Navy's own Leading Rates leadership course mix of lectures and obstacle courses at St Anne's Fort.

All were members of the Regional Security System (set up after the Grenada invasion) which has its headquarters at Bridgetown supported by a Royal Navy and Royal Marines detachment.

Read all about it

THE hunt is on to find the winner of the King George's Fund for Sailors Best Book of the Sea award 1990.

Sponsored by the Daily Telegraph, an award of £1,000 and a medallion will be made to the author of the non-fiction book first published or put on sale in the United Kingdom during 1990 which, in the opinion of

the judges, contributes most to the knowledge or enjoyment of those who love the sea.

A further £250 award for a book of outstanding merit may be made by the panel of ten

judges, and a similar award may also be made for the best designed or presented book.

The awards will be presented at the International Boat Show at Earls Court in January 1991.

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COMBINED SERVICE SKIERS EXCEL ON AUSSIE SLOPES

ONCE again the Combined Services ski team came home victorious from Australia after competing in the Land Rover International Alpine Inter-Services Skiing Championships, which were held in Thredbo, New South Wales.

The blizzards which brought record snow conditions made staging the races a difficult task. However, by dint of sheer determination, slalom and giant slalom races were held, with the Brits taking the first three places in all the men's and women's competitions.

Lieut. Hugh Hutchison (Army) and SACW Jenny Davidson (WRAF) took the combined indi-

dual titles.

KLM (Royal Dutch Airlines), Peter Stuyvesant, Moet and Chandon and Fosters sponsored the CS team and made the trip possible. In addition, the Royal Navy Winter Sports Association provided generous financial assistance to the RN representatives in the team, Second Officer Viv Price (Manadon) and Lieut. Nick Brewer (Daedalus), pictured (right) at Thredbo.



New coach, new gym, new talent



Above: Sgt. Toms, Lieut. Geoff Palmer, RNBA secretary, and POPT Tony Bevel.

SEPTEMBER saw Sgt Leo Toms, Royal Navy Boxing Coach for the past three years, hand over the reins to POPT Tony Bevel.

For Tony, the challenge of his new role is combined with the move into the new boxing gym, which is housed in the "old sail loft" at HMS Nelson.

It promises to be an exciting season for the coach. As well as maintaining a constant look-out for new talent to give the squad strength and depth, Tony will retain some of last year's hopefuls on his card.

These include ABA finalist Mnc. Les Hudson, CSBA Champion and member of the England squad, Mnc. Rob Wileman, and Mnc. Brian McDermott, an up and coming heavyweight.

Forthcoming fixtures: November 8 RN Novice Championships (HMS Nelson); November 22 RN Novice Plate (HMS Drake); December 13 RN Open Championships (HMS Nelson); January 31 RN v Army (HMS Nelson); February 28 CSBA Individual Championships (Aldershot).

Navy Cup month

ROYAL Navy football fixtures in October concentrate on the Navy Cup, with area semi-finals and finals taking place on October 3 and 10 respectively, the semi-finals proper on the 17 and the Navy Cup Final on October 31.

Holders of the Cup are the Royal Marines of Commando Training Centre, Lympstone. As usual, this year's winner will go forward to represent the Royal Navy in the Naafi Jubilee Cup Competition, sponsored by Websters Yorkshire Bitter.

This event determines the champion Service club side and as well as the trophy, the winning team will receive £500 worth of sports equipment.

Other forthcoming fixtures include the Inter-Command Cup at RN air station Yeovilton, October 21-24.

INVERARAY HILL RACE ATTACKER



Picture: Argyllshire Courier and Advertiser

THERE was an unexpected bonus in the offing when HMS Attacker, training craft of the Glasgow and Strathclyde Universities Royal Naval Unit, spent a few hours at Inveraray on Loch Fyne.

The visit took place during the Inveraray Festival and at 1415 the party from Attacker learnt the annual Dun na Cuaiche Hill Race would begin in 15 minutes time.

Undeterred by the immediacy of the start, two from the Attacker hurriedly entered the event, which involved racing to the hilltop watch-tower above the castle and back to the town.

All were delighted when the gruelling race was won by Officer Cadet Catriona Paton WRNR (left), an engineering student at Glasgow University. First woman ever to win the race, she did so in the excellent time of 36 minutes 40 seconds.

Third place went to Mr John Madden, an associate member of the unit, who came home in 39 minutes 25 seconds.

Leaner, meaner . . . more feminine rugby?

CDR. Leigh Merrick took over as Royal Navy Rugby Selector at the beginning of September and his initial look at playing stock indicated there were some 50 potential players in about 20 clubs.

Half of these players are in the first four English leagues and one of them, Sgt Mick Reece, is in the 1st Division club, Bristol.

The Selector wants the vast majority of players to be watched four or five times before he chooses his squad in January and has, therefore, appointed three scouts to help cover the ground.

They are Lieut.-Cdr. Bob Easson (London and South East), on Northwood ext. 7304; CPOMEA(L) Mick Connolly (West and South West), on Bristol (0272) 260233; and Sub-Lieut. Paul Dunn (Scotland), on

Rosyth ext. 6669. CPOPT Brian Powell continues as team coach.

This "team support group" has two priorities only for the Navy side this year: fitness and bite, with the aim of producing a leaner and meaner team for Twickenham.

With that in mind, the Navy team's programme has been slanted towards reducing match and travel strain over a long season. Note the late dates of both the Army and RAF games and the Guzz send-off for the team on Wednesday, March 13 (v Plymouth Al-

bion, kick-off 1915).

The fixtures are: November 19 Cornwall v RN (St Austell) 1900 and January 16 Surrey v RN (Esher) 1930, both experimental matches. January 30 RN v Cambridge University (Burnaby Road) 1430; February 6 Oxford University v RN (Oxford) 1430; February 13 Combined London OBs v RN (Old Paulines) 1430; February 20 RN v Civil Service (Rectory) 1900; February 27 RN v Metropolitan Police (Burnaby Road) 1430; March 13 RN v Plymouth Albion (Rectory) 1915; March 23 RN v Army (Twickenham) 1500; April 3 Public School Wanderers v RN (London Welsh) 1800; April 13 RN v RAF (Twickenham) 1500.

Finally, the club needs information on every talented rugby player in the Navy, and in this is reliant on all sources — Div. Senior Rate, New Entry DO, ship rugby committee member etc. Please pass this to your area scouts (telephone numbers above).

THE September edition of Navy News contains a note about the British Forces in Hong Kong holding Rugby Union coaching courses.

It prompts me as an old and one time very

women's games. Human nature being what it is, the sailor may in the main at first scoff at women playing rugby. But I can say that every real male player I have seen recently who has



Letter to the editor

keen player, who was taught and trained under the auspices of Cdr. Kershaw, the legendary RN and England player of the 1920s, to put forward a suggestion your current rugby enthusiasts might consider worth following up. That is, the promotion of women's rugby football in the WRNS.

Women's rugby is a game which, from its start in England some five or six years ago, has developed at a gallop and currently, in England and Wales, there are more than 100 clubs. Their enthusiasm and skills give many of their male counterparts points to envy.

There may well be individual Wrens in clubs near their present stations, but I know of no team from the Service so far. The spread from America (about 500 clubs at last count) has reached France, Holland, Sweden and Italy.

A few more men with real appreciation of good rugby are needed along to watch the

watched a good game by the ladies, has been immediately converted to its support.

They have recognised the clean swift flow of the game with the ball in play for most of the time and not, as the male England hooker said recently, out of play for 67 per cent of the time. That is undoubtedly due to a dozen or so 12 to 15-stone male bodies piled over it following bouts approaching unarmed combat.

Such spectacles are not encouraging and the girls avoid them. Their general lack of kicking power brings ball handling to the fore, giving their rugby a display of skill as opposed to physical warfare.

May I end by challenging a rugby playing Royal Navy PT to get round to the Wrens' nest and muster some girls for coaching? They could become the best in the land, and why not? — R. M. Mitchell. Ex-CYS and long ago player. Dorchester, Dorset.



Sportsmen & women reaching the peak

A FINE crop of first places belonged to the Royal Navy men after the 1989/90 inter-service sports competitions — ranging from angling (beach and boat) to veterans squash.

In between came basketball, boardsailing (Open Div. light-weight and speed), Cresta, cricket, cycling (seven events), endurance triathlon, hang gliding, judo, rowing, sailing (Enterprise dinghy — Victory Trophy; and Services Offshore Regatta — IOW/Guernsey).

The women came first in diving, golf and tennis, and the juniors won the football.

Sportsmen and women throughout the Service have represented their country in a variety of events:

As at July 1990, there were nine athletics internationals, including five currently selected — Lieut. Chris Robison (Seahawk) representing Great Britain, Lieut. T. Price (Nelson), Northern Ireland; PO R. Williams (Renown), Scotland; Cpl. R. Williams (Cdo. Log. Reg.), Wales; and Cpl. S. Gibbs (CTCRM), Wales.

Five were representing their country at angling, as was the RN coarse angling team. Current selections — CPO D. Mackay (Neptune) and PO-MEM W. Buchan (Cochrane), both representing Scotland.

As at July, RN boxing had four internationals, with Mne. Mark Edwards (40 Cdo), a current selection for England.

All three RN/RM endurance triathlon internationals were currently selected — Sgt. D. Loraine (Temeraire), Scotland; Cpl. N. Harwood (RM Eastney), GB; and Mne. C. Ray (RM Poole), GB junior.

There were eight hockey internationals, one judo and one modern pentathlon. Kayak included four Senior Service representatives, current selections being Capt. J. R. Haycock RM (Cambridge), GB, marathon; and CPOAEA M. E. Smith (Heron), GB/Scotland.

Current selection for ACU International motor-cycling was Lieut.-Cdr. C. Shorter (Sultan), GB. The canopy relative team was currently representing GB at parachuting and there was one rugby international.

Fourteen RN/RM personnel were shooting internationals, among them five current selections: Lieut. K. Elliott (Osprey), GB, Service rifle; CPO Ball (Daedalus), GB, Target/Service; Lieut. P. R. Denning RM (3 Cdo Bde Air Sqn) GB, Service rifle; LA(Phot) Jan Brayley (Heron) GB, Service rifle; and Cpl A. M. Rylatt (CTCRM), GB, Service rifle.

There were two swimming internationals and one each in surf boat marathon, water polo and weightlifting. There were two international biathletes, Mne. A. Nash (42 Cdo), GB, currently selected.

Seven Nordic skiers were representing their country. Current selections among them were Mne. A. Wylie, GB/Olympics; Mne. M. Croasdale GB; Lieut. C. J. Hamilton RM, GB 'B'; and Mne. D. Brown GB 'B', all of 45 Commando.

There were seven bobsleigh internationals. Currently representing their country were CPOAEA G. Warner; POAAM Bob West (Yeovilton), GB 'B'; LAEM C. McCulloch (829 Sqn), GB 'B'; LAEM S. Day (Heron), GB 'B' and Olympic squad; and Mne. G. Penhall, GB 'A'.

There were also three ski-orienteers representing Great Britain and at archery CPO B. Stokes represented Scotland.

WIGHT WAY TO HELP CHARITY

PROVING her mettle yet again, Chief Wren Rita Riach, the first female Royal Navy Sailing Coach, has circumnavigated the Isle of Wight in a 14ft Bosun dinghy.

She and teammates, Lieut. Colin Brazier SCC and Mr Dave Lander, covered the 55 nautical miles in 12 hours — quite an achievement.

The idea behind the voyage was hatched in the warmth and comfort of the Command Sailing Centre Bar, with the aim of raising enough cash to buy a lightweight wheelchair for Odstock Hospital.

With a 0400 start off Bembridge, the team sailed the Bosun east to west around the island, encountering varying wind and sea conditions. On the downwind leg home the dinghy was sailing at some eight knots, giving the accompanying safety boat a problem to keep up.

Of the £1,750 needed for the wheelchair, more than £600 was pledged prior to the sail, with donations still coming in.

● Shortly before this feat CWren Riach, who is based at HMS Temeraire, travelled north for the Scottish Bosun Championships — and won.

Pictured right Chief Wren Rita Riach and Lieut. Colin Brazier pass the Needles on their way around the Isle of Wight.



Second Wimbledon triumph



FOR the second year running the WRNS were victorious at the Inter-Services Tennis Championships, held on the courts of the All England Lawn Tennis Club, Wimbledon.

Star of the singles was Second Officer Carol Elliott (Saudi Project), who won both her matches at first string, so becoming the unofficial inter-services champion.

She was given superb support by the other two singles players, Second Officer Trish Cunison and Third Officer Sarah Skidmore, the former winning both her matches at third string and the number two doing her bit with one win.

This meant the WRNS ended the first day in a commanding position, with five matches to the WRAF's three and the WRAC's one.

Conspicuous

Day two started with a drama! Due on court at 1100 in a second string doubles match, Wren Jenny Rust was conspicuous by her absence. Fifteen minutes grace was allowed, after which the reserve would have had to have been substituted.

At 1114 a squeal of brakes announced that Jenny had escaped from an hour-long jam in Hammersmith Broadway. She and her partner, Second Officer Tracy Smith (the team captain), quite undeterred by it all, went on to beat the WRAC second pair most convincingly.

To emphasise their excellent match temperament they then beat the WRAF second pair as well.

Meanwhile, the first pair,

Second Officer Elliott and Third Officer Skidmore, won one of their matches, as did the third pair, Second Officer Cunison and LWren Liselle Canty. The final result was — WRNS 9, WRAF 6 and the WRAC 3.

Veterans

It was the Navy's most successful Inter-Services for years. The RN veterans enjoyed a close victory over the RAF and Army veterans while the RN men had their best result for a long time, tying second with the Army on four matches each to the RAF's 10.

This result could have been even better had the men capitalised on their best first day performance in recent memory, with the trio of Lieut. Rob Reynolds (RAE Farnborough), Mne. Ray Clarke (45 Commando) and Lieut. Simon Brand (HMS London) all winning singles.

Pictured at Wimbledon are (back row from left) Third Officer Sarah Skidmore, LWren Liselle Canty, Second Officer Carol Elliott and Third Officer Nicky Spurgeon (reserve). Front row, Second Officer Tracy Smith, Commandant Anthea Larken, Director WRNS, Second Officer Trish Cunison and Wren Jenny Rust.

Picture: Chief Officer MacColl

Hard work pays off for Carole

A TALENTED squash and hockey player, WrenETS Carole Cheetham worked hard to gain Portsmouth Command colours in both sports and win selection for the RN(W) hockey squad trials.

No stranger to hard work, she is also determined to qualify soon as a hockey umpire, frequently



acts as hockey match secretary for HMS Nelson and can be relied upon by the PT staff to organise players and step in at short notice...

Her efforts have been recognised and Carole has been named Young Sportswoman of the Year. She received a trophy from Capt. Tim Norman-Walker, Royal Naval Director at Joint Maritime Operational Training Staff. Carole works in the JMOTS graphics department, Fort Southwick.

Based there she cannot participate in lunchtime activities at either Nelson or Dryad, but pursues her sports in her own time.

POOL HONOURS SHARED BY MARINES AND AIR

HMS COLLINGWOOD was the venue for the Royal Navy Swimming and Water Polo Championships.

Results of the swimming were as follows — men: Royal Marines 98, Naval Air Command 74, Portsmouth 57, Scotland 12; women: Air/Scotland 57, RM/Plymouth 46 and Portsmouth 36.

Semi-finals of the water polo saw Naval Air Command beat the Royal Marines by one goal (6—5) and Portsmouth beat Scotland/Others 19—3. In the final Air Command had another narrow victory, overcoming Portsmouth 8—7 after extra time.

The Inter-Command Swimming Trophy was won by

the Royal Marines and the Inter-Command Water Polo Trophy by Naval Air Command. Air/Scotland took the Inter-Group Swimming Trophy. Mne. Dey won the Polar Bear Trophy and Third Officer Roberts (Plymouth) won the Women's 100m Freestyle.

● Applications are invited from all-comers for a Royal Life Saving Society UK National Pool Lifeguard bronze course. It will take place at HMS Temeraire between November 19 and 23.

DCRN 57/90 Lifesaving Course Serial 616 applies. The cost per person will be £12.50 and applications should be made in writing to CPOPT Pete Crowley, HMS Temeraire, Burnaby Road, Portsmouth, Hants PO1 2HB. (PNB ext. 25912).

Sherwood hosts annual regatta

HMS Sherwood was host to 18 Royal Naval Reserve Units and representatives of HM ships Nottingham, Sheffield and Daedalus and 40 Commando at the annual regatta.

The RNR Shield was won by HMS Dragon, while HMS Vivid collected the WRNR Trophy. Keenly contested, the all-comers race was eventually won by HMS Calliope.

HMS Sherwood's Wrens once again triumphed in the fancy dress competition, coxed by a black swan (later identified as Lieut. Slaney)!

TESTING THE WATERS



THE first Wren Radio Operators drafted to ships have just completed a 12-week "streaming" course at HMS Mercury. Here WRENRO(T) Karen Watson, left, who is joining HMS Invincible, gets to grip with signal lamp duties. On the Mercury course have been ten WRENROs (General) and seven WRENROs (Tactical). They will continue to serve at shore COMMCENS as they wait to join their ships.

● When HMS Arrow was involved in a weapons firing programme off Gibraltar, there was time on the final day for "hands to bathe". Three WRNS officers — part of a WRNS analysts course from HMS Dryad and on board on a day basis for the firings — were among those who took the opportunity of a dip. They were Third Officers Jenny Gorrington, Katy Hacking and Lindsey Palfrey.



Fishing for compliments

THE Royal Navy's Fishery Protection Squadron has won the Wilkinson Sword of Peace for its work in establishing good relations with the international community as it protects Britain's territorial waters.

Each year Wilkinson Sword Ltd present Swords of Peace to units of the three Services judged to have made the most valuable contribution towards establishing good and friendly relations with the local community at home and overseas.

The Navy's 1989 winner — its largest operational squadron — works within the 270,000 square miles enclosed by British fishery limits.

Its tasks include enforcement of national and EC fishery regulations, security patrols within the oil and gas fields, and anti-pollution operations.

The award recognises the professional and dedicated approach of the Rosyth-based squadron over many years which has gained the respect and admiration of the international community with which it comes into daily contact.

The 13 ships manned by 500 officers and ratings spend long periods away from their base port in meeting the squadron's many commitments.

Flexible friends

● From page one

Meanwhile, it was announced that the Hunt class MCM vessels, HMS Cattistock, Hurworth and Atherstone, and support vessel HMS Herald, originally announced as heading for the Eastern Mediterranean, would continue to the Gulf as a contingency measure in case of Iraqi minelaying.

The forward repair ship RFA Diligence was seen off in style when she sailed from the Falklands for the Gulf. The 1st Battalion Royal Regiment of Fusiliers mustered its Corps of Drums, and the RAF provided a flypast. In Portsmouth a naval party was rapidly assembled to fly out to join the support ship as she was on passage.

In the Gulf area itself HM

ships York, Battleaxe and Jupiter continued patrol work in fierce heat, keeping a friendly eye on British shipping and questioning many vessels about port of origin, cargo and destination.

Tackling their duties as coolly as possible, though always alert, the ships are ready for anything but, as one PO put it, "It's become a monotonous routine. Nothing is happening — and everyone is quite happy with that!" Old Gulf hands were keen to reassure families that, despite what was happening in Kuwait, the ships had largely been carrying on the work which Armilla ships had been doing for years.

Interspersed with patrol work are port visits, including sport like rugby, football, squash and hockey. But men from the York were ruefully recalling that in early September they had been due a visit to Singapore, with some family members planning to fly out for reunions.

Strong RFA support has continued and the Group Whisky tanker RFA Orangeleaf has supplied US and French ships as well as British.

Visitors to the Battleaxe have included Foreign Secretary Mr. Douglas Hurd and Defence Secretary Mr. Tom King, who said he believed the Royal Navy was playing a critical role in the multinational effort to enforce economic sanctions against Iraq.

● In several port areas "Gulf gatherings" — friendly chats over coffee for families whose men are serving in or heading for the Gulf — are being held, aimed at reassurance for those feeling isolated. Details of meetings can be obtained from the various local Family Service organisations.

Post wings its way to the Gulf

FOR those serving in the Middle East it's a case of loads of mail. In the last month the Ships' Section of the British Forces Post Office at Mill Hill in NW London has sent more than three-and-a-half tons of letter and standard parcel mail, and nearly three quarters of a ton of economy parcels to naval personnel in the Gulf area.

BOMB BLASTS

SEVERAL Service personnel escaped unhurt when a bomb exploded on the roof of a joint Army and Royal Navy careers office in Derby.

An IRA bomb caused slight damage to the new auxiliary oiler replenishment ship RFA Fort Victoria which is being built in the Harland and Wolff shipyard in Belfast.

The mail to ships and naval parties is despatched at least five times a week. When it is collected at the other end has to depend on the ships' programmes.

Air letters

Mail returning to Britain generally enters the UK civilian postal system at Mount Pleasant in London. At present mail landed in the Middle East for despatch home is taking between two to five days to enter the postal system, depending on flights from the area.

Reactivated is the free aerogramme (Blueys) concession

FOUR TONS OF MAIL SENT TO MIDDLE EAST

which ended when Gulf tension eased in February 1989. These air letters, available free from Post Offices, may be used by relatives and friends to write to Service personnel involved in Gulf operations, and also for Service personnel to write home.

People writing to the Gulf should put "HM Forces Gulf" in the space for the stamp, and there should be no enclosures.

From the Naval Mails Liaison Officer at Mill Hill comes this plea, "A large amount of mail is received here for BFPO ships with incomplete address-

es. The correct address should be: Rate, name and official number; ship; BFPO Ships. And a further plea: Do not use sailors' nicknames, ship nicknames, or omit the ship name totally — it causes delays.

Meanwhile for men in HM ships Jupiter and Battleaxe, who last saw families or friends on the jetty at Mombasa or Penang when the ships were rapidly called to the Gulf, MOD granted a free five-minute telephone call home. Involved were some 75 families of the Jupiter and 80 from the Battleaxe.

SPECIAL DELIVERY



MAIL from home is always welcome, as was the case when HM ships Cattistock, Hurworth and Atherstone called at Gibraltar while heading for the Gulf.

Correspondence received on the Rock by the Fortress Postal and Courier Troop, Royal Engineers, is here passed on to the Cattistock by WPTE Gould and LREG Balshaw, while RO Owen accepts it for the ship.

Poll tax test case for naval trainees

WHETHER young apprentices at naval training establishments will have to pay only a fifth of the Community Charge remained unresolved as Navy News went to press. But the result of a "test case" involving Gosport Borough Council and an HMS Sultan marine engineering artificers course member may have an important bearing.

The argument revolves around whether Service bases fall into the category of educational establishments for poll tax purposes.

Representations by HMS Collingwood originally resulted in Fareham Borough Council agreeing that some 270 trainees should be classed as students and so required to pay only 20 per cent of the charge.

But Gosport Council, with several naval estab-

lishments in its area and even more cash at stake, is arguing against granting student status. They say that a "relevant educational establishment" has to be one solely for courses of higher or further education, and that HMS Sultan is not such an institution as it is not open to the public.

A Community Charge Tribunal which considered the arguments in September reserved judgment, which may be announced this month.